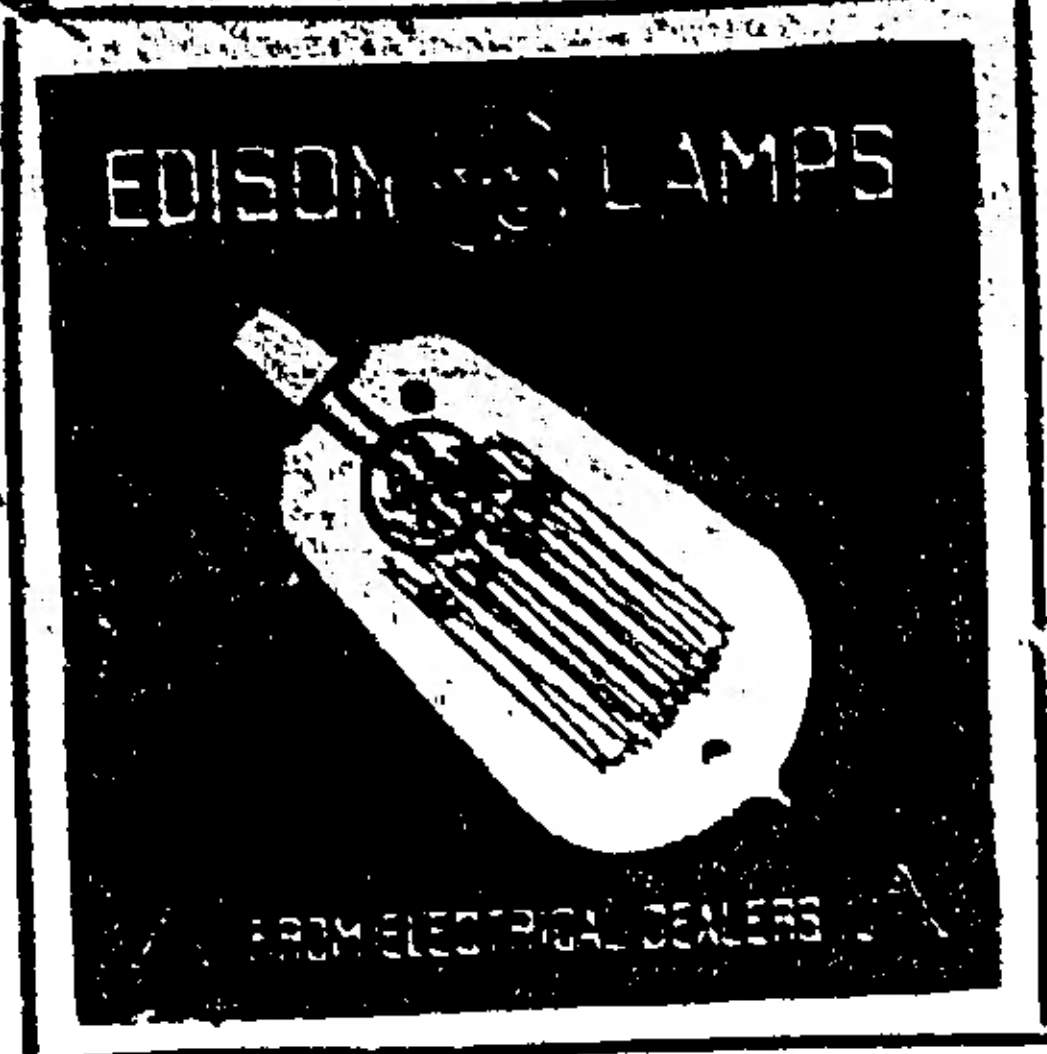


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The Hongkong Telegraph

(ESTABLISHED 1881)

69239 三拜禮 號式廿月九英港香 WEDNESDAY, SEPTEMBER 22, 1920. 日壹十月八 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

THE FRENCH PRESIDENCY.

WILL M. MILLERAND STAND?

Paris, September 20.
It is stated in the Lobbies that M. Millerand has agreed to stand for the Presidency.

M. MILLERAND'S STATEMENT.

Later.
M. Millerand, in a statement, is of the opinion that nowhere could he do such useful work as Premier. Nevertheless, if the majority of the two Chambers considered his presence at the Elysee preferable to his pursuit of the national policy he had carried out since his assumption of the Premiership he would not remain deaf to an appeal by the nation's representatives.
It is felt that M. Millerand's acceptance of the candidacy has solved the Presidential crisis. Both in the Senate and Chamber it is regarded that his election is a foregone conclusion, no other candidate being officially mentioned. The favourites for the Premiership are M. Jonnart and M. Briand.

THE COAL CRISIS.

MINERS' DELEGATES TO DECIDE.

London, September 20.
After the tea interval, the Miners' Executive met privately for two hours at the Board of Trade and subsequently dispersed without meeting Sir Robert Horne, who was awaiting them.
It is generally assumed that the whole matter will be placed before the National Conference of miners' delegates meeting in London to-morrow, when the Executives will put upon the delegates the responsibility of deciding the character of future action.

SIR ROBERT HORNE'S FUTURE APPEALS.

London, September 20.
The official report of to-day's Coal Conference shows that Sir Robert Horne again eloquently appealed to the miners to accept an impartial tribunal with reference to wages, but the miners' representatives persisted in their refusal, declaring that the Government had all the facts and was itself in a position to decide. They declared that unless the wage demand were conceded it would be impossible for them to recommend a continuance of work at to-morrow's conference of the miners' delegates.
Sir Robert Horne reminded the miners of the great interest they professed in the consumer getting cheaper coal and that a refusal of an impartial tribunal, followed by a strike, would result in the consumer having to pay more. Sir Robert Horne advanced other arguments, but all vainly.

THE ITALIAN LABOUR CRISIS.

WAGES SCALE AGREED UPON.

Rome, September 20.
A conference at the Ministry of the Interior between delegates of the employers and employed has agreed that the new wages scale be retroactive to July 7, payment of wages sought by the workmen during the period they occupied the factories being excepted.
The *Messaggero* learns that the General Confederation of Labour has ordered the workmen to leave the occupied factories and resume work normally. It also assures that order will be respected.

FURTHER TURBULENCE REPORTED.

Later.
The *Times* learns from Milan that although the Confederation of Labour has ordered the workers to evacuate the commandeered factories, turbulence still continues at Turin. Another chemical factory was seized on September 18 after a struggle, while a fight between metal workers and carabinieri occurred at Brescia.

THE MESOPOTAMIA FIGHTING.

A BELEAGUERED GARRISON.

London, September 20.
The garrison at Kura has been beleaguered for some weeks but it is inferred that it is satisfactorily supplied with necessities and ammunition by the Air Force, for, according to a War Office Mesopotamia communiqué, the latest aerial reconnaissance ascertained that a request was only being made for tobacco and cigarettes. The request was conveyed by a sign painted on the roof.
The truculent Sheikh, Dhari, has been located 25 miles north-west of Baghdad with a following and 1,000 camels. An aerial attack was made, which inflicted considerable casualties. In North-West Persia the Persian cossacks report that a Bolshevik aeroplane dropped four bombs at Imamza.

THE IRISH SITUATION.

A SERIOUS RAILWAY DEVELOPMENT.

London, September 20.
A serious development has occurred in the Irish munitions dispute. The Great Northern Railway has suspended traffic from Dundalk to Enniskillen, making 563 miles of the three Irish trunk lines without passenger traffic, the curtailment of which is the direct result of the refusal of men to transport ammunition. This has dealt a heavy blow to Irish trade.

RUSSO-POLISH FIGHTING.

London, September 20.
The fighting continues their heavy retreat in the district...

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

STRAITS SHIPPING FATALITY.

CAUSE OF THE DEATHS.

Singapore, September 21.
The funerals of the victims aboard the stranded *Altengurg* were very largely attended.
It appears that the deaths occurred owing to attempts to rescue those first overcome, and are believed to be due to carbon monoxide.

BORNEO "SLAVERY."

THE CHARGES UNFOUNDED.

Singapore, September 21.
Lord Milner has informed the Borneo Company that he is satisfied that the charges made by the Anti-Slavery Society are unfounded.

(Other Early and Special Telegrams on Page 2.)

S. S. "KANOWNA."

"A BEAUTIFUL SHIP."

At the invitation of Messrs. Mackinnon, Mackenzie and Company, agents of the Eastern and Australian Steamship Company, a number of prominent business and shipping men partook ofiffin today on the s.s. *Kanowna*, the commodious liner which is now on the Australian-China run. Opportunity was also taken to look over the vessel, which can truly be described as the finest boat now on this run, and all were impressed with the splendid accommodation and magnificent equipment of this latest addition to the E. and A. fleet.
Tiffin was served in the commodious saloon, which is most artistically furnished and decorated, and before the party dispersed the Hon. Mr. E. V. D. Farr, who presided, expressed his pleasure at seeing so many guests aboard the latest addition of the Eastern and Australian fleet, which he thought all would agree was a beautiful ship (applause). All present were more or less personally interested in the China-Australian trade, and he felt that there was at the present time a splendid opening in China for the sale of the many and various commodities that Australia could produce, and vice versa, there was a keen demand in Australia for China exports. The geographical position of Australia was eminently favourable to trade with China, and the voyage was one of the fairest weather voyages in the world, as, sighting the Philippines Islands until one got to the southern part of the Barrier Reef a most lovely and practically inland-sea voyage was experienced for about a fortnight. So who would remain ashore when at very little additional expense one could take such an interesting trip to most interesting countries in such a magnificent ship as the *Kanowna*? They all knew that "Hands across the Sea" were stretched to Australia from all parts of the Empire, and they would ask Australia to remember that Hongkong was included in that category. They all trusted that the time was not far hence when China would settle her differences and give full assistance to trade with Australia and to trade between the two continents. He asked those present to drink to the continued prosperity of the trade between China and Australia and good luck to the *Kanowna*.
The toast was heartily honoured.

NEW POST FOR GEN. LUGAR.

The *Daily Chronicle* understands that General Lugar will not return to his brigade at Vermy, as it has been decided to give him a command of equal importance elsewhere. Investigation is being made by the Court of Inquiry into the charges against him.

DAY BY DAY.

The masters of several steam launches were this morning cautioned by the Marine Magistrate (Commander Beckwith) in respect of their not observing the rule of the road.

Another big haul of opium took place on Tuesday, when nearly 200 taels of the drug was discovered in the storeroom of the river boat *San Nam Hoi* by officers of the Preventive Department. The drug was confiscated as no claimants put in an appearance.

The Wanchai Police captured another suspect last night at Queen's Road East in their endeavours to bring to justice the seven armed robbers who took part in the robbery and murder of a Chinese boy at Catechick Street last April. The prisoner will be brought before the Magistrate for trial very shortly.

Before Mr. Dyer Ball, at the Police Court, yesterday, Sub-Inspector McNab Wilson, M.C. charged three money-changers with failing to indicate the correct number of Hongkong silver dollars in the returns they made to the Police Department. They were each fined \$10. Another member of the money-changing fraternity had his licence cancelled by the Captain Superintendent of Police for submitting false particulars in his daily returns.

It transpires that what threatened to be a serious strike but which, however, was confined to the coppermiths and turners of the engineering establishments at Yau-mat, Tai Kok Tsui, and Sam Sui Po, occurred last month. The strike was a sympathetic movement against those employers who had dismissed a number of coppermiths and turners and had replaced them by apprentices. It was feared by the men not concerned that their turn would come next, as it was given out that the apprentices would be able to pick up their occupations in a very short period of time. The matter came up before the Secretary for Chinese Affairs for settlement, and one of the ringleaders, who was proved to have acted in a criminal manner, was discharged from his employment. The recommendation of the Secretary, Doubtless angered at the sparse support his grievance had received, he is alleged to have uttered threats against one of the workmen and a Chinese woman. The latter, who was a widow, was one of the ringleaders of the strike.

BIG FIRE.

TWELVE HOUSES DESTROYED AT KOWLOON CITY.

Damage to the extent of \$41,000 was caused in a disastrous fire which broke out in Kowloon City last evening and destroyed twelve houses situated in the main thoroughfare.

The upsetting of a kerosene lamp in a tailor's shop on the ground floor of No. 62 Main Street started the blaze, which had a strong ally in a wind that was then blowing. The fire spread to the other side of the street, and burned with such fierceness that in a remarkably short time a whole row of houses on both sides was hopelessly involved.

The Fire Brigade was promptly on the scene and started operations at about 6.30 p.m., a little time after the outbreak started. They worked under the supervision of Mr. Moss and the Assistant Captain Supt. of Police (Mr. T. H. King) but in spite of their efforts the blaze secured a firm hold and burned all night. Twelve houses were burned down, eight of these being on the side of the street that the fire began.

In view of the extent of the conflagration, it was extremely fortunate that no lives were lost, this fact reflecting the greatest credit on the firemen concerned, many of whom had to assist in removing inmates from threatened tenements.

THE V. R. C.

ANNUAL AQUATIC SPORTS.

The Victoria Recreation Club's annual sports are to be held on Thursday, 30th September, Friday 1st and Saturday, 2nd October. The programme is as follows:—

FIRST DAY.
Half Mile Championship of the Colony (open).
Two Lengths Hurdles Handicap (members).
Boys High Dive (open) 14 years of age and under.
100 Yards Championship of the Colony.
Running Header (members).
Ladies Two Lengths Handicap (open).
Two Lengths Handicap (members).
Girls Two Lengths Handicap (open) 14 years of age and under.
Two Lengths Team Race (six men) open to any Hong. Unit, Corps or Club.
Water Polo—Navy and Army.

SECOND DAY.
Four Lengths Handicap (members).
Two Lengths Handicap (Boys) 14 years of age and under.
Long Plunge—Open to the Colony.
200 Yards Championship of the Colony.
Two Lengths Handicap Open to Army and Navy.
Four Lengths Handicap (Ladies) Open.
Two Lengths Team Race (members).
Four Lengths (Girls), 14 years of age and under.
100 Yards Championship of H.M. Forces of the Colony.

THIRD DAY.
100 Yards Boys Championship of the Colony, 14 years of age and under.
440 Yards Championship of the Colony.
100 Yards Ladies Championship of the Colony.
High Dive—Open to the Colony.
Ladies High Dive—Open to the Colony.
Four Lengths Handicap Final.
Mixed. Nomination Race—Entries by Pair.
Consolation Race (members).
Water Polo—V. R. C. and The Rest of the Colony.
Veterans Two Lengths Handicap open to any gentleman 35 years of age over.
The heats in Championship events will be raced off before Thursday, 30th inst.

GYMNASTICS NOTES.

THIS MORNING'S GALLOPS.

(BY "WIRELESS").

The course was somewhat heavy this morning, owing to the downpour of rain during the night, and, with the exception of a few, all of the ponies did their last quarter in over 33.
Pantile did the best gallop of the morning, covering the half-mile in 1.05; last quarter, 30.
In spite of the weather, there were present the usual interested owners, and Slam and Lighting were ridden by Mr. J. J.

Spotted Sand went too slow altogether for the mile, but Pawshop went well over the same distance in 2.20, finishing the last quarter in 33.25.
Mr. Ball-Irving on *Attraction* covered the mile in 2.21.25, and the pony was hard held. Malcolm was given his daily trot. The times recorded were:—
Pantile (Half Mile)—35; 1.05; last quarter, 30.
Blackbird Dablia (Three Quarter Mile)—35; 1.08; 1.41.25; last quarter, 33.25.
Albion Dablia (Mile)—39; 1.12; 1.45; 2.23; last quarter, 38.
Mr. P. A. Cox's grey (Mile)—39; 1.12; 1.45; 2.19.25; last quarter, 34.25.
Burning Daylight (Mile)—40; 1.17; 1.52.25; 2.23.25; last quarter, 31.
Sinza (Three Quarter Mile)—39; 1.15; 1.50; last quarter, 34.
Salamander (Three Quarter Mile)—41; 1.17; 1.50; last quarter, 33.
Tambourine (Three Quarter Mile)—42; 1.19; 1.54; last quarter, 35.
Scotia Dablia (Mile)—40; 1.15; 1.50; 2.24.25; last quarter, 34.25.
Lighting (Mile)—38; 1.17.25; 1.54.25; 2.23; last quarter, 33.25.
Spotted Sand (Mile)—45; 1.30; 2.09; 2.42; last quarter, 37.
Brutus (Mile)—34.25; 1.11; 1.46; 2.19; last quarter, 33.
Attraction (Mile)—37.25; 1.14.25; 1.49.25; 2.22.25; last quarter, 33.
Season Ticket (Half Mile)—40; 1.17; last quarter, 37.
Siamese Cat (Mile)—39; 1.18; 1.54; 2.26.25; last quarter, 32.25.
Slam (Mile)—38; 1.16; 1.51.25; last quarter, 32.
Pawshop (Mile)—36.25; 1.12; 1.46.25; 2.20; last quarter, 32.25.
Sepand (Mile)—43; 1.24.25; 2.02.25; 2.39.25; last quarter, 37.
Alexander (Mile)—39; 1.16; 1.52; 2.25.25; last quarter, 33.25.
St. Chand (Mile)—38; 1.16; 1.55; 2.28; last quarter, 33.

PIRATES.

A FISHERMAN MURDERED.

The report of a murder perpetrated by a gang of Hoklo pirates on the high seas, has just reached the Tai O Police.

A local fishing junk, with a crew of three men, sailed from Hongkong yesterday, and when near a locality named Lu Tai Look, outside the waters of the Colony, at 6.30 p.m., they were approached by a big two-masted junk with a crew of 15 men who were identified as Hoklos. What followed came as a shock to the fishers. A volley of shots from small arms and rifles swept across the narrow dock of the fishing boat, killing one of the crew and seriously wounding another. The third man escaped the volley.

The mysterious part of the affair was that no attempt was made by the pirates to board the fishing junk. After the discharge of the first volley, in which some 40 shots were estimated to have been fired, the pirate junk sailed away, leaving the sole survivor of the crew of the fishing junk to manage as best he could to bring the vessel back to the Colony. On arrival he reported to the Tai O Police Station. The injured member of the crew was then removed to Hospital.

NO LICENCES.

JAPANESE BOARDING HOUSE KEEPER FINED.

Sub-Inspector George Jackson, at the Marine Court this morning, prosecuted a Japanese boarding house proprietor named Joe Yamakawa for keeping a boarding house at No. 47 Praya East on the 14th September without a license from the Harbour Master. The sub-Inspector deposed that on the 14th September he proceeded to No. 47 Praya East and asked the defendant for his boarding house license. The man had not one, but he produced his restaurant license. Three seamen were living at the boarding house according to the admission of the defendant.

Commander Beckwith said that as there was no complaint from the Police against this house, he proposed to fine the defendant only \$10. The defendant was also cautioned against keeping sailors as boarders without the proper licence.

A RECORD TRIP?

ENGLAND-HONGKONG IN 30 DAYS.

The Blue Funnel steamer, *Tairoa*, which arrived in Hongkong this morning, has created what is believed to be a record trip from Home, doing the entire journey in 30 1/4 days.
Readers will be interested to learn that among the passengers on board are Mr. and Mrs. Keigwin, who are on their way to Shanghai. Mr. Keigwin is well-known here as the former Resident Engineer of Holt's Wharf.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 44/9 3/4.

THE WEATHER.

2 p.m. Barometer—29.80; Temperature—84; Humidity—74.

DON'T FORGET.

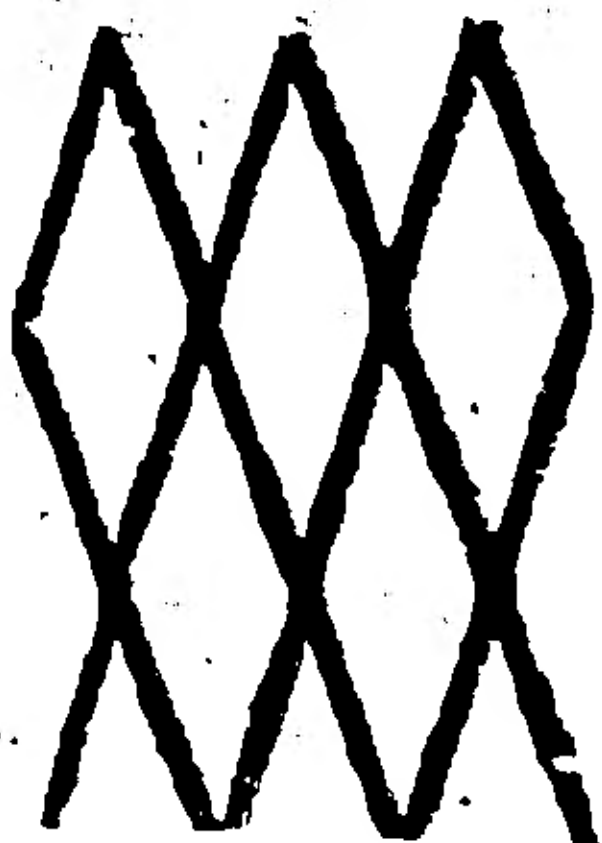
TO-NIGHT.
Theatre Royal—Bandman Company present "General Post"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.
TO-MORROW.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15 and 9.15 p.m.

NOTICES.

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS
USED IN
NUMEROUS
IMPORTANT
WORKS
IN



FOR
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ROOF.
FOUNDATION.
WALL.
ETC.

GREAT BRITAIN AND AMERICA.

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Questions for description of Machinery or Engineering Plans on application to
DODWELL & CO. LTD., Machinery Dept.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-

Principal features: Small Premium, Liberal Surrender Value.
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO
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SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

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New Consignment of

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Inspection Cordially Invited

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25, Des Vaux Road, Central.

HOUSE BUILDING.

GOVERNMENT'S PROPOSALS
TO THE TRADE.

The Government plans to speed up the building of houses were explained to representatives of the Master Builders' and the National Federation of Building Trade Operatives at a conference at the Treasury.

The Government's scheme who communicated to the employers and officials and representatives of the various Unions by Sir Robert Horne (President of the Board of Trade), who presided at the conference, and Dr. Addison (Minister of Health), Dr. Macnamara (Minister of Labour) being also present. The conference lasted two hours, and was private.

No official statement was issued on behalf of the Government, but it was subsequently stated that proposals had been made by the Government with a view to augmenting the supply of labour for housing and increasing output, and that these would be considered at a conference of the Building Trades Industrial Parliament, representing employers and operatives. A special committee will probably be set up to investigate the scheme, and report to the respective organisations of masters and men.

"DILUTION" AND PIECEWORK.

The Press Association understands that the Government placed before the conference a scheme of dilution by taking in unskilled and partially skilled labour, and particularly ex-service men and also the adoption of piecework, or payment by results. They also asked for an assurance that there should be no suspension or stoppage of labour. In return they proposed a guarantee of employment for five years and a guaranteed proportional week with pay for bad weather of any thing from 25 to 40 hours, but not a full week's guarantee. The details in regard to the number of paid guaranteed hours have not been finally worked out, but it is not suggested that the full weekly wage shall be guaranteed.

There was some sharp criticism of the Government's scheme, the Central Newsstates. Employers said the whole question was more an operative's matter than one for themselves, but they were willing to co-operate. The operatives agreed to leave the proposals over for the conference, but expressed the emphatic opinion that they would recommend none of their constituent bodies to accept either payment by results or dilution of labour in any shape or form. Mr. Hicks, President of the Building Operatives' Federation, expressed the opinion that the Government's proposals, which, if accepted, would involve reorganisation of the whole industry, were merely a basis for further negotiation.

"NO PAYMENT BY RESULTS."

The Press Association report

that Mr. W. Bradshaw, Secretary

of the Operatives' Federation,

said at the close of the proceeding:

"We are opposed to dilution

and payment by results, and

we are not going to have it.

There is not much objection on

the score of the guaranteed period

of employment and the guaran-

teed weekly wage, but it is the

price we are asked to pay for the

guarantee—namely, dilution and

payment by results—on which

feeling is strong and to which

there will be opposition. The

price they ask is too much. We

cannot accept conditions that are

impossible. So far as the Gov-

ernment stipulation that there

shall be no strikes is concerned,

we are against stoppages of work

as a Federation if they can pos-

sibly be avoided. We are always

attempting to avoid strikes, and

that was the object of setting up

conciliation machinery within the

industry."

EARLIER TELEGRAMS.

ITALIAN TROUBLE ENDED.

Rome, Sept. 19.

A telegram from Milan states that the manufacturers have granted an increase of pay of four lire per day to workers over twenty-one years of age, and of eighty per cent. to workers under twenty-one, and sixty per cent. to women and children. It is reported that the workers have already evacuated many works, and the red and black flags have been lowered.

Rome, Sept. 20.

It appears that the Red peril in Italy has been averted and an agreement which is a signal victory for the workers has been reached owing to Signor Giolitti's insistence upon the men's claims. The agreement provides for a sixty to eighty per cent. increase of wages for metallurgical workers, joint control of factories by the workers and employers and the evacuation of factories by the workmen. Signor Giolitti has issued a decree declaring that the manufacturers have agreed to dual control on the ground that the workers' affirmed object was to improve the disciplinary relations between the workers and employers and to increase output. Consequently a joint committee has been established, composed of six manufacturers and six workers. The committee will draw up proposals which will be submitted to Parliament as a Bill to Reorganise Industries on the basis of labour participation in technical, financial and administrative control of industry. In the event of subsequent friction in any establishment the agreement provides for the appointment of a committee of two masters and two men to decide what steps are necessary.

THE WALL STREET EXPLOSION.

New York, Sept. 19.

The Police have arrested a Russian journalist, Alexander Brailovsky, owing to an anonymous letter saying that he was in the financial district shortly before the Wall Street explosion, whereafter he was seen talking to three men, who seemed jubilant. Brailovsky, who was arrested at the office of the "Rusky Golos," which the Police describe as a radical magazine, denies all knowledge of the explosion.

A reward of ten thousand dollars has been offered for information as regards the Wall Street bomb. The newspapers state that the discovery of parts of clock mechanism convinced the authorities that an enormous bomb was used, while the owner of the wagon which is believed to have carried the explosive has been discovered.

THE COMING COAL STRIKE.

London, Sept. 19.

Reviewing the industrial crisis, the "Observer" points out that if the coal strike comes, it will mean the suicide of Labour interests. It will be impossible thereafter to restore workers' wages throughout the country to the present level. If the strike comes it will be simply because Mr. Smillie was determined from the beginning to force the struggle on one pretext or another. He hasn't negotiated but proceeded from issue to issue by dictation. He only abandons one claim to table a new ultimatum. The latest of them is "Two shillings for us or catastrophe for you all."

Mr. Garvin says that for once the Government's case is unanswerable. It offered either to refer the wage claim to an impartial tribunal or to give an increase in return for guarantees of proportionately increased output. The writer picturesquely says that the country at present looks like a motor-car which the other day was stuck half over the brink of Beachy Head. If the strike comes it will not last long and will be memorably beaten.

THE FRENCH PRESIDENCY.

Paris, Sept. 20.

Influential measures are being taken to induce M. Millerand to withdraw his refusal to stand for the Presidency. It is opined that the exceptional unanimity being demonstrated in favour of his candidature has begun to shake his resistance and, if he consents to stand, he will be elected unopposed by a great majority.

A COTTON STRIKE.

London, Sept. 19.

Two hundred mills will be thrown idle at Oldham to-morrow by the strike of spinners, who have repudiated the agreement concluded by the Union on their behalf. Thirty thousand operatives are affected.

NOTICES.

JUST ARRIVED

Easy hair curlers.

Nailfiles.

Gillette stropping machines.

Hair binds.

Best steel razors.

Bronze hair pins.

Auto stop razors.

Pinand's Brillantine.

Best razor strops.

Spirit lamps for curling irons.

CAMPBELL MOORE CO., LTD.

EARLIER TELEGRAMS.

AFFAIRS IN IRELAND.

London, Sept. 19.

A fight occurred in the Wicklow mountains between a large number of men, who were drilling, and the Constabulary. The affair occurred at Enniskerry, where the Constabulary surrounded the drillers, one of whom was killed and several wounded. Forty were captured, with arms. Another encounter occurred at 11 o'clock last night, when an armed party ambushed and fired on a Constabulary patrol near Abbeyfeale, Limerick. One constable was shot dead and two wounded.

London, Sept. 20.

Details from Enniskerry show that there was a pitched battle. The authorities concentrated in the district a large force of troops with the aid of a fleet of twelve motor lorries upon information that certain land was used for drilling. The fight was sharp but short. The soldiers flung bombs and used their rifles and were supported by an armoured car. Several hundreds of men, conveyed by the fleet commanded the motor lorries and swept the districts of Gortin and Plumbbridge.

In County Tyrone were raided one hundred Protestant houses and arms were carried off in the name of the Irish Republic. The raid lasted several hours.

FOOD PRICES.

London, Sept. 19.

Speaking at the Grocers' Exhibition in London, Mr. McCurdy, Food Controller, declared that apart from a possible coal strike, food prices by Christmas would have risen to such an extent as to make the working class family weekly food bills 9s. 6d. more than last Christmas. He added that the crucial time as regards food prices had not yet come. It would come when the peoples of Central Europe became competitors in the world's markets, with ourselves.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SINGAPORE'S DULL OUTLOOK.

Singapore, September 21.

At the Chamber of Commerce half yearly meeting the Chairman said the general outlook was not cheering owing to the collapse of rubber and the tightness of money. The Colony was about to enter a period of depression which would have a useful tonic effect.

JAPANESE WARSHIPS.

Singapore, September 21.

The Japanese warships Asama and Iwate have arrived.

DOINGS OF THE DUFFS.

Tom Should Worry About Going Away To Keep Cool.

BY ALLMAN.

"TOM, I WANT TO HAVE A TALK WITH
YOU AFTER WHILE ABOUT WHERE
WE ARE GOING ON OUR
VACATION!"

I'LL THINK
IT OVER
AGAINBATH
ROOMI'VE RUMMED OVER
EVERY PLACE AND
THING I CAN THINK
OF BUT NOTHING
SEEMS TO SUIT
ME—OH
HEL-LON!I THINK I'LL TAKE
MY VACATION RIGHT
HERE AT HOME!GREEN ISLAND CEMENT
COMPANY, LIMITED.

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In Casks of 575 lbs. net.

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General Managers.

Hongkong, 16th August, 1916.

THERAPIONNE
THERAPIONNE
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NOTICES

MOUTRIE'S

FOR

POPULAR MUSIC

- The Crocodile ... Fox-Trot
- California Sunset ... Waltz
- Kismet ... Fox-Trot
- Taxi ... One-Step
- Alexandria ... Fox-Trot
- You'd be Surprised Fox-Trot
- Let Me Dream ... Waltz
- Marie ... One-Step
- Profiteering Blues . Fox-Trot
- Chloe ... Fox-Trot
- Drifting ... Waltz
- Bye-Lo ... Fox-Trot

AND OTHERS

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

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ALSO SELECTION OF HAT DYES

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SILVER WARE!!

TROPHIES,
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ETC.

READY MADE OR MADE TO ORDER

EXQUISITE DESIGNS
HARMONIOUS WORKMANSHIP.

THE SINCERE CO., LTD.

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NOTICES

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ENGINEERING DEPARTMENT.

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SOLE AGENTS FOR

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Comprising the following Firms:—

JAMES ARCHDALE & CO. LTD., Birmingham; WILLIAM ASQUITH LTD., Halifax; J. BUTLER & CO., Halifax; THE CHURCHILL MACHINE CO. LTD., Manchester; CLIFTON & BAIRD LTD., Johnstone; DEAN SMITH & GRACE (1908) LTD., Keighley; J. H. HUMPHREYS & SONS, Oldham; KENDALL & GENT LTD., Manchester; JOHN LANG & SONS LTD., Johnstone, Glasgow; J. PARKINSON & SON, Shipley; GEO. RICHARDS & CO. LTD., Broadheath, Manchester; ROBERTS BROS., Dukinfield; THOMAS SHANKS & CO., Johnstone, Glasgow; SMITH & COVENTRY, LTD., Manchester; H. W. WARD & CO., LTD., Birmingham.

LATHES. PLANING & SHAPING MACHINES
DRILLING MACHINES BORING MACHINES
MILLING MACHINES GRINDING MACHINES
SLOTING MACHINES Etc., Etc.

STOCKS CARRIED.

THE MOTOR TRADE.

CONDITIONS AT HOME.

The following regarding the automobile and allied trades appears in the Bulletin of the Department of Overseas Trade:—

Although production is still behind the actual demand, there are many indications which show that manufacturers are rapidly overcoming the difficulties of the reconstruction period, and are catching up with the abnormal demand which has been experienced on home trade account. At the same time firms are turning their attention to overseas markets; for instance, The British Motor Trading Corporation, 50, Pall Mall, S.W., has definitely stated its ability to deliver 115-ton lorries at 7 days' notice, and is now looking about for overseas agents to take the exportable surplus which it is anticipated will shortly be available.

On the whole the possibilities of the export trade in motor vehicles at present would appear to be much more favourable for commercial vehicles than for pleasure cars, the first reduction in price having taken place in this class of vehicle. As regards the question of fixed prices, manufacturers are still in difficulties on account of unforeseeable increases in costs indirectly connected with their business, such as inland freight rates, fuel and labour, but on the whole they appear inclined to think that the turning point has been reached and that from now on prices will tend to become lower. As regards overseas markets it is noteworthy that two firms at least are making a model specially for export and intend to sell the whole of their output overseas, particularly in South Africa, Australia and New Zealand. The cars have been specially designed for these markets and are not intended for the home trade. In one case shipments are already being made, and in the other it is hoped to export at least 200 cars before the end of the year.

A combination which has recently been concluded (subject to ratification by the shareholders) between the Darracq Co. and Sunbeam Motor Co., Ltd., is an interesting new development in the trade. The new Company, which will be known as S.T.D. Motors, Limited, will manufacture the Darracq, Sunbeam and Talbot cars, and will also control the business of Jones, Woodhead and Sons, of Leeds (one of the principal suppliers of springs to the motor industry), and also Messrs. Heenan and Froude, Constructional Engineers, of Worcester and Manchester. Mr. Louis Coateley, designer of the well-known Sunbeam Aero engines, is to be the chief engineer.

The Italian Government have recently issued a decree empowering it, if it considers "circum-

stances warrant such a course, to enforce the export of up to 90 per cent. of the total output of any branch of industry. Up to the present, no further action has been taken in this direction, but the possibility of manufacturers of motor cars having to allocate 90 per cent. of their output to the export trade caused motor car manufacturers in this country once more to review the prospects and nature of competition which they will probably have to face in the near future.

It would appear inevitable that the decree, if enforced, will result in an increase in the number of cars exported to this country, although how great an increase it will be is rather difficult to say, as it will, of course, depend upon how great a proportion of output was formerly exported and what percentage came to this country. The possibilities do not, however, cause any grave concern to United Kingdom manufacturers, for in view of the fact that the Italian car is generally of a fairly high class, both as regards quality of component parts and finish, and of a comparatively high horse power, very few light cars being manufactured in that country, there is not likely to be any degree of dumping such as might be anticipated if the Italian product were of a less expensive make. That it means greater competition is generally accepted, for the cars will, in most cases, be competitive both in attractiveness and price, but it is believed that it will be rather in the nature of healthy competition such as may be expected as the general economic situation of the world gradually rectifies itself.

In point of fact, it is American rather than Italian competition to which United Kingdom makers are giving greatest attention. The American maker, with comparatively low costs, has an advantage which, from the nature of cars, the Italian manufacturer does not possess. He is thus enabled to place upon this market low-priced cars of a utility pattern, and the competition in his case is likely to be much more severe.

The British manufacturer is, therefore, giving increasing attention to quantity production, by which means output is being materially increased and costs lowered, while at the same time the individuality of the car is still maintained. The British car has all along depended very largely for its sales upon its distinctive features, and the adoption of ordinary mass-production methods is therefore not viewed with favour by the majority of manufacturers and it is for this reason that mass-production of the usual lines is less popular in this country than America.

Nevertheless, the growth in production is of such extent that, given the ability to secure a sufficiency of raw materials, the United Kingdom maker is confident that the quality and finish of his cars will maintain his trade both at home and abroad.

ARCHBISHOP MANNIX.

HIS ARRIVAL IN ENGLAND.

Archbishop Mannix was landed at Penzance on August 9 from a British destroyer. He was taken off the Baltic, off Queenstown, at midnight on Sunday, and was informed that he would not be allowed to land in Ireland or to visit Liverpool, Mannix, and Glasgow.

Dr. Mannix, it is stated, told the commander of the destroyer that he refused to leave the vessel, but the officer, after trying in vain to persuade him, placed his hand on his shoulder, and he then left the liner still protesting.

A great crowd awaited the arrival of the Baltic at Liverpool, but though great indignation was expressed at the action of the Government there was no disorder.

Penzance, Aug. 9.—Dr. Mannix, the Roman Catholic Archbishop of Melbourne, was landed here at 4.15 this afternoon from a destroyer, and later left by the 7.0 p.m. train for London.

According to information brought here it seems that the Baltic was stopped off Queenstown in the early hours of this morning, and the Archbishop was transferred to a destroyer, being informed that the Government had prohibited his landing at Liverpool.

It was just before four o'clock that the destroyer came into the bay at Penzance, and immediately afterwards a motor launch brought Dr. Mannix and a companion ashore. A motor-car conveyed them and their luggage to the railway station, but the Australian prelate did not leave the car, proceeding to the house of Canon Wade, Roman Catholic priest in charge at Penzance.

There were very few people about when he arrived here, and the landing was not attended by any noteworthy incident.

Interviewed at the station before his departure for London, Archbishop Mannix was asked what was his mission in coming to England.

"I have no mission in coming to England," he replied. "My arrival in England was quite involuntary. I had no wish to see it just now."

"Had you any mission in Ireland?" he was asked. "I wished to go to Ireland. Ireland is my home. I am a native of Ireland. It is ten years since I left there, and I think it is time I returned."

Dr. Mannix added that he had no fault to find with anyone who had carried out the instruction of his Majesty's Government, and paid a compliment to the commander of the destroyer Wyvern, who, he said, had done everything in his power to make him comfortable.

Accompanied by his secretary, Dr. Vaughan, and two inspectors from Scotland Yard, the Archbishop left by the 7 p.m. train, presumably for London. He was not in close custody. He stated that when the Baltic arrived off Queenstown he was told that he would not be allowed to land in Ireland or to visit Liverpool, Glasgow, or Manchester.

Dr. Mannix arrived at Plymouth at 10.40 p.m. The small group of people at the station included about half a dozen priests. The Archbishop was in a sleeping compartment, but he came to the door of the car, and in conversation said he thought the Government were making it worse for themselves than for him.

"They are putting me to a little inconvenience," he remarked, "and they are making themselves very silly."

Dr. Mannix said he left the Baltic under compulsion, and in a passing reference to Ireland, he said: "I think the people there know their own business as well as the people over here. I was not going over to tell them my views, because they have made up their minds without any reference to me."

"Are you under any compulsion now?" The Daily News correspondent asked him. "The whole of England is open to me," he answered, "with the exception of Liverpool, Manchester, Glasgow, and possibly Fishguard where there seems to be some little suspicion."

The train had to wait at Plymouth for three-quarters of an hour, and he was able to walk up and down the platform, and converse with the other priests. At 11.15 the train left for London.

NOTICES

NOTICE

FRESH ARRIVALS

FRANCE.

Choucroute with Sausage	in tins 35c. & 70c.
Choucroute natural	" 20c. & 35c.
Cassoulet, Meat and Beans	per tin 40c.
Grand Marnier, Cordon Rouge	per qrt. \$5.00
"	per pint. \$2.75

also

Cherry Brandy, Menthe Monopole, Kummel in pint and quart bottles.

French Plums in 1 lb. bots \$1.50 2 lb. bots \$2.50

ENGLAND.

Galantines of Chicken and Ham, etc.	per tin	80c.
Camp Pies	"	80c.
Licensed Victualers Pickles	1/2 pint bots	45c.
"	" pint	75c.
Soft Herring Roed in glasses	per glass	40c.
Bath Oliver Biscuits	" tin	\$1.00
Potted Meats and Fish	per glass	30c.
English Cheddar Cheese	lb.	90c.
Finnan Haddies	"	50c.
Selected Kippers	"	40c.
Yarmouth Bloaters	"	40c.
Smoked Fillet Cod	"	60c.
Fresh Scotch Salmon	"	\$2.00

LANE, CRAWFORD & Co.

WATSON'S

HYGIENOL

A Powerful Disinfectant
Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.

EQUAL IN IMPORTANCE WITH THE

HOUSING PROBLEM

is the question of FURNISHING. It is just as perplexing, just as difficult, the question of furnishing your home tastefully and gracefully at the lowest possible cost. Consult us. We shall be glad to service you. We also GUARANTEE to give lasting satisfaction.

HOP CHEONG

Complete House Furnishers.

Manufacturers & Exporters of High Grade Furniture.

Telephone No. 634. 55, Queen's Road Central.



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FITTINGS
SANITARY
GOODS &
APPLIANCES.
FLOOR &
WALL TILING
FOR
HOUSES &
SHIPS.

C. E. WARREN & CO., LTD.

30 & 32, Des Vœux Road Central.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF
IN SIZE

GIGANTIC
IN CAPACITY.

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Buildings.

Chater Road

NOTICE.

"HONGKONG HOTEL GARAGE"

We beg to notify our patrons that we are inaugurating the above as from 1st October, 1920. We aspire to render first class service at reasonable rates.

Hongkong Hotel Co., Ltd.
J. A. TAGGART,
Manager.

BOY SCOUTS.

THE KOWLOON PATROL.

We learn that the progress being made with the formation of the St. Andrew's (Kowloon) Patrol of Boy Scouts, under the auspices of the Hongkong Boy Scout Association, of which H.E. the Governor is Chief Scout, is most gratifying. The recruiting rally held at St. Andrew's Church Hall last Monday was well attended, and up to the present there are some twenty boys anxious to be enrolled. Another rally will be held next Monday.

Captain Fogg is the Scout Master of this new Patrol, with Captain Bourdillon as Assistant Scout Master and Mr. W.R. Farmer as Secretary and Treasurer, whilst there is an Advisory Committee composed of leading members of St. Andrew's Church.

The new Patrol hopes to commence work by the 11th October, and it is proposed to hold meetings on Wednesdays and Saturdays on the former day technical classes will be held for which proficiency badges will be issued from time to time, whilst on Saturdays the Scouts will go out into the country on scouting and nature study expeditions.

What should be emphasised is that membership of the Cadet Company of the Defence Corps does not preclude boys from joining the Scouts, as is thought in some quarters. The Boy Scouts are a purely non-military body, and the two organisations in no wise clash with each other.

OBITUARY.

MR. JAMES SCOTSON OF SHANGHAI.

It is with very deep regret (says the N. C. Daily News of September 18th) that we have to record to-day the death, which took place yesterday morning, of Mr. James Scotson. Deceased was taken ill as recently as Thursday night when it was deemed advisable for him to be sent to the Victoria Nursing Home. This was done at 6.30 p.m., but death intervened 15 hours later, at about 9 a.m. yesterday.

Mr. Scotson was 41 years of age and a native of Manchester. He came to Shanghai 16 or 17 years ago and joined the firm of Messrs. Richard Haworth & Co., for whom he was later assistant manager. Subsequently he transferred to Messrs. Schloos & Co., who afterwards became Messrs. Mackenzie, Stewart & Co. He returned from home leave at the end of 1918 and established the business of Messrs. Jas. Scotson & Co. In April of this year, on account of ill-health, he took a trip to Australia from which he returned only on Wednesday of last week. Deceased was married and leaves a widow and daughter to whom the very deep sympathy of his wide circle of friends will be extended in their sudden and sad bereavement.

Mr. Scotson was prominent in athletic circles. Before coming to the Far East he played football for Manchester City as an amateur, in the forward line, and during the earlier years of his residence here he was a consistent supporter of the winter game. He appeared mostly in the colours of "A" Co., S.V.C., and for that club played many brilliant games on the left wing. He was especially prominent between 1907 and 1911 and in 1907 and 1909 he helped the volunteer team to win the Skot-towe Cup. Mr. Scotson was also a keen golfer.

WISEMAN LTD.

DINNER DANCE

ON
MONDAY Sept. 27th

Dinner and Dance \$2.00
Dancing only \$1.50

D. M. GOODALL,
Manager.

NOTICE.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS
will be held on

THURSDAY 30th Sept. FRIDAY 1st Oct. at 4.30 p.m.

and on
SATURDAY 2nd of Oct.
at 3.30 p.m.

ENTRY FORMS can be had from SECRETARIES OF CLUBS, or on application to the undersigned. Entries close on MONDAY the 27th instant and will not be accepted unless accompanied by Entrance Fees to

R. C. WITCHELL,
Hon. Secretary.

NOTICE.

KOWLOON CANTON RAILWAY.

The Public is hereby notified that the Afternoon Up Express Train to Canton at present advertised to leave Kowloon at 3.00 p.m. will, on and after Thursday September 23rd and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, 22nd September, 1920.

NOTICE.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 9th October 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2 Queen's Buildings, Hongkong on and after the 11th prox.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.

Hongkong, 22nd September, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University
Tel. No. 732. P.O. Box, 593.
Principal

JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.
New Session has now commenced.
Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.
Private Tuition can also be had in these subjects.
Prospectus on application.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that

the Queen's Dispensary has been removed to ST.

GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KOREA MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Wednesday, Sept. 22nd 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday the 23rd Sept., 1920.
All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday the 1st September, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 22nd September, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "TEIRESIAS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th Oct. or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1920.

NOTICE.

The Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Monday, the 27th September, and on Friday, the 8th October. The Stations will also be closed on Sunday, the 10th October.

H. LOGAN RUSSELL,
Acting Deputy Commissioner of Customs,
Kowloon & District, in charge temporarily.
York Buildings,
Hongkong, 21st September, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

The ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club house on WEDNESDAY September, 29th, at 5.30 a.m.

BUSINESS.—To pass report & Accounts for 1919/20. Elect Officers & Committee for 1920/21. General.

L. J. BLACKBURN,
Hon. Secretary.

Hongkong, 21st September, 1920.

NOTICE.

THE WEI SAN KNITTING COMPANY LIMITED.

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911 that a General Meeting of the Members of the above-named Company will be held at the Registered Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday the 25th day of October 1920 at 11 o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.

Dated the 20th day of September 1920.

For the Wei San Knitting Company Limited,
WALTER J. HAWKER,
Liquidator.

NOTICE.

The interest and responsibility of the undersigned JOHN WILLIAM TAYLOR in the Firm of Messrs. MOXON & TAYLOR ceases on the 30th September 1920.

J. W. TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE.

The interest and responsibility of Mr. JOHN WILLIAM TAYLOR in the undersigned Firm ceases on the 30th September 1920.

MOXON & TAYLOR,
10 Ice House Street,
Hongkong.

NOTICE.

Intimation is hereby given that no dividends will be paid on shares left standing in the name of the undersigned after 30th instant.

Holders of such shares are accordingly requested to have same transferred forthwith.

JOHN W. TAYLOR,
22nd, September 1920.

THEATRE ROYAL.

Commencing
SATURDAY, 18th Sept. at 9.15.

MAURICE E. BANDMAN

presents the

BANDMAN COMEDY COMPANY

In a repertoire of latest London plays.

TO-NIGHT.
"GENERAL POST."

THURSDAY, 23rd
"THE YELLOW TICKET."

FRIDAY, 24th
"BILLETED."

SATURDAY, 25th
"LORD RICHARD IN THE PANTRY."

MONDAY, September 27—
"NOTHING BUT THE TRUTH."

TUESDAY, September 28—
"SACRED AND PROFANE LOVE."

WEDNESDAY, September 29—
"THE NAUGHTY WIFE."

Prices \$4, \$3 & \$1.
Navy and Military Half Price
BOOKING at MOUTRIE'S.

DOUGLAS LAPRAIK & CO.
General Managers.

Hongkong, 9th September, 1920.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3/- per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/- per dollar.

Dividend Warrants will be obtainable on and after Thursday, 7th October, 1920, at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 20th October, both days inclusive.

JARDINE MATHESON & CO. LTD.
General Managers.

Hongkong, 16th September, 1920.

NOTICE.

MILNER'S SAFES

APPLY TO
LAMMERT BROS.
Duddell Street.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$29,000.00—U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

VICTOR GALINDO DE BOURGY,
Consul for Mexico.
CONSUL RESIDENCE AND OFFICE
No. 29 Second Floor,
CAINE ROAD,
HONGKONG.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th Sept. 1920 at 3 p.m.

at No. 14 Godown, Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

33 Tons Pig Iron

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 23rd Sept., 1920, commencing at 11 a.m.

at Pacific Mail Godown, West Point.

1) Mild Steel Plates 4" x 4' x 8'

2) Mild Steel Plates 5 1/2" x 4' x 8' (damaged by sea-water) ex s.s. "ELKRIDGE."

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

OF
VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920

Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant

on Monday, the 27th day of September, 1920, at 3 o'clock in the afternoon by

MESSRS LAMMERT BROS. Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Inland Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th June 1892 created by a Crown Lease dated the 11th November 1892. Proportion of Annual Crown rent \$20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER

Prince's Building, Ice House Street.

Solicitors for the Vendor or to

MESSRS LAMMERT BROS. The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES
APPLY TO
LAMMERT BROS.
Duddell Street.

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WANTED.

WANTED.—Position by fully qualified CIVIL ENGINEER (B.Sc. Edinburgh) as assistant engineer. Willing to do field or office work. Professor's recommendation. Apply Box No. 443 c/o "Hongkong Telegraph."

WANTED.—Furnished flat house at once for period of 3 months. Address Box 443 c/o "Hongkong Telegraph."

ENGLISH married lady in Kowloon proposes Kindergarten for small number of English children, 9.30 to 12. Box No. 441 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Land at Kowloon, about 15,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong

NOTICE.

The interest and responsibility of the undersigned in the Firm of Abdoolrahim & Co. carrying on business as Civil Engineers, Architects & Surveyors at 34, Queen's Road Central, ceased on the 30th instant.

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

I have this day established my practice as Civil Engineer, Architect and Surveyor at No. 33, Queen's Road Central (2nd floor).

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoin, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOIN
General Manager
Brossard-Moyin & Co.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Des Voeux Road, Hongkong, on Wednesday 6th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 30th September to the 20th October both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 15th September, 1920.

KOWLOON CRICKET CLUB

**PROMENADE
CONCERT
PROMENADE
CONCERT**

Saturday 25th
Saturday 25th
8 p.m. 8 p.m.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"CROSSKEYS"

having arrived from Seattle via ports, on Sept. 18th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 23rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 24th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 18th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"WEST MAHOMET"

having arrived from New York via ports, on September 19th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 27th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Barber Steamship Lines, Inc.
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

S. S. "ICONIUM."

having arrived from Seattle via ports, on 20th Sept. Consignees are hereby notified that their cargo is being landed at their risk into Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on September 25th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 20th September, 1920.

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.
From SAN FRANCISCO,
HONOLULU, JAPAN PORTS
& SHANGHAI.

The Steamship
"CHINA."

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified and requested to send in their Bills of Lading duly endorsed for countersignature and take delivery of their cargo from ship's side.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Tuesday, September 21st, 1920, at 5 p.m. will be landed and stored in the Company's Godown at consignees' risk and expense. Cargo undelivered on and after Saturday, Sept. 25th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where it will be examined on Saturday, Sept. 25th, at 10 a.m.

No claims will be recognised after the goods have left the ship's side, Co's lighter and or Godown.

All claims must be presented within three weeks of ship's arrival, otherwise they will not be recognized.

No Fire Insurance whatever will be effected.

C. T. STRIDGE,
Acting Agent,
Prince's Building, Ground
Floor.

Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR."

having arrived from New York via Vancouver, B.C., and ports on September 16th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday September 20th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 3.15 p.m. Monday September 20th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after September 23rd, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents,
Hongkong, 15th Sept., 1920.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.

From SCANDINAVIA

The Motorship

"AUSTRALIEN"

having arrived from the above ports on the 20th September, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 25th Sept., 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.
Agents,
Hongkong, 20th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after the 23rd Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 5th October or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 21st September, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via JAPAN PORTS.

The Company's Steamship

"ARABIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 27th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSHEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 21st September, 1920.

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Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Tuos, Cook & Sox, Booking Agents, Hongkong.

GENERAL NEWS.

CHIEF CONSTABLE ON HIS DIGNITY.

Dissatisfied with a magisterial ruling, the Chief Constable of Scarborough (Mr. Henry Lindsay) adopted a most unusual course. He had instituted proceedings against a motor driver for having disregarded a constable's signal to stop, and when the magistrate ruled that a question put by the Chief Constable to defendant in cross-examination—as to whether he had his licence with him in court—was not material, the

Chief Constable declared, "I will not ask any more if I am not allowed to ask reasonable questions," and, seizing his official papers, he abruptly left. This caused quite a stir in court.

QUEUE FOR HOUSE TO LET.

The appearance in a Derby paper of an advertisement of a house to let led to remarkable scenes. Within half an hour applicants were calling upon the advertiser, and they became so numerous that a queue had to be formed. The choice eventually fell upon a family of five adults, who secured the use of two good downstairs rooms and three bedrooms for 7s. 9d. per week.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 22, 1920.

COSTLY MILITARISM.

Militarism is always a double-edged weapon. On the one hand it means the spending of money and on the other it means the non-production of the essentials of the world. To take a man from an ordinary peaceful and productive avocation entails not only direct spending in order to equip and keep him as a fighting unit but it entails the loss of what he would otherwise have produced. The world had a very striking illustration of that during the recent European War, and the ill-effects of that long period of under-production are still being most acutely felt not only in European countries but in practically every part of the world. Most of the nations are trying to make up the lost lee-way, and the Councils of the world are trying to plan things so that a future big military outbreak will not be possible. We see many efforts being made to bring home the fact to all peoples that wars and internal strife do not pay; that peace spells plenty, and war spells desolation and hardship through the simple operation of an economic law. The world is learning that lesson slowly, and among the countries in which there is not sufficient heed paid to the above-stated principle China, unfortunately, is figuring rather prominently just now, thanks to the seemingly unending squabbles among her military chiefs. We have all read how the country has in parts been almost devastated by the soldiers of the rival factions, but the other side of the picture—the under production caused by the removal of workers—has hardly been sufficiently emphasised.

We have just come across one reference to it that makes interesting—rather sad—reading. In one of the latest publications of the Chinese Maritime Customs is a report by the Acting Commissioner of Customs at Chungking, the largest southerly city on the Yangtze. In the course of that report Mr. C. F. Johnstone says that, although climatic conditions as a whole were favourable for agriculture, complaints are general of the increased price of nearly all the indigenous necessities of life. "Shortage of labour is the reason for the general rise in the cost of living and the cause of this is not far to seek. The one feature which strikes a new-comer to this district is the prevalence in the landscape of men in uniform, whether in town or country; in fact, civilians appear to be actually in a minority. No figures are available of the forces at present enrolled, but the military movement is obviously denuding the province of labour. The pecuniary inducements to enlist which are held out and which it is safe to remark, do not usually materialise, the comparative immunity from molestation under present conditions, and the prestige conferred by a uniform, as well as the desire for change and a respite from the grinding manual toil which is doubly hard in the enervating climate of this province, all combine to attract the working classes to the ranks. Leaving aside the political consequences of the movement, the moral effect of thus diverting the sinews of the population from their legitimate employments cannot but be regarded with apprehension. These traits of industry which are such a marked characteristic of the lower-class Chinese are likely to be eradicated by the indolent habits acquired in an organisation where the training is of the most impractical nature, and little of it at that." Here we see, in its very direct application, the evil that we are trying to emphasise. Not only is the peace and tranquillity of the rural worker menaced and interfered with by this useless quaffing, but the work of producing the necessities of the population is put upon the shoulders of a lessened agricultural and industrial community. And who pays for it all? Who pays for the idleness of, and destruction caused by, the soldiers? Who pays in extra toil and worry for the lost labour? The answer is obvious. And so is the fact that the humble toilers of the world, the great body of industrious producers, are entitled to all the protection and help that can be given them. When China asks for further funds have not the Great Powers who supply those funds the right to ask that the money shall be spent in constructive ways and not teamed into the insatiable maw of petty militarism?

The task of the day for all nations is to rid themselves of the incubus of militarism. The human race is still a long way from that ideal state wherein all men, because of their very natures, will live amicably side by side. Defensive forces are still, unfortunately, a necessity. But by international agreements and conferences, by the establishment of international leagues and international courts of justice the world can get very near to permanent peace. It is an end for which all should strive, and an end that none should seek to hinder. In China internal peace will only be achieved when men in power realise that they hold in trust the welfare of the people, and that power is not best used when diverted to personal ends. Upon the speedy realisation of that fact and upon an appreciation of the operation of the inexorable economic law, pointed out above, depends, to a great extent, China's future. It could be a future of great promise; it could easily be a future darkened by wasteful spending and uncertain production. There is a moral for all nations in that passing reference by the Customs Commissioner.

NOTES & COMMENTS.

CHAUFFEURS AND CARS.

In looking over the Shanghai Municipal Gazette we notice placed on record a peculiar case of the appropriation and improper use of a motor car that recently came to the notice of the police in the Northern settlement. On a certain date, three Chinese drove out a private-owned car at an early hour in the morning, their object being to teach others how to drive that particular make of automobile. On their return they were arrested by the police and two of the occupants were found to be licensed chauffeurs. The other was being taught by them in order to obtain a licence. The upshot was that the three men were sentenced to terms of imprisonment. The police comment on the case is that probably more of this kind of thing is going on in Shanghai than actually comes to notice, as the demand for chauffeurs is large and they must of necessity obtain cars to learn the art of driving before passing the necessary examination for a licence. As to Hongkong, we have not heard of any such cases as the one mentioned, and we doubt if any occur. Most owners of cars have their own garages, and they usually keep the key in their own possession. But if there are any motorists who entrust their chauffeurs with the key, they had better keep an eye open for such possibilities as this Shanghai happening.

CANTON CENSORSHIP.

Canton journalists are feeling more comfortable now. We learn from the *Canton Times* that whereas the authorities have for some time past been controlling the Press by the summary closing down of papers which do not favour their policy, a new method has been adopted whereby the newspapers are required to send in to the Censor, before publication, all copy for approval or rejection. Editors will therefore be free from responsibility in the matter, for nothing will appear in print which has not been officially sanctioned. And so the *Canton Times* says: "Now, if anybody wishes to 'kick' at an editor, let him address his complaint to Chang Ren, the Press Censor." We can imagine the relief which our Canton conferees feel at this new development, for to get at cross purposes with the authorities in Canton just now is a serious matter for any editor—apart from the undesirable experience of having his paper suppressed there is a strong possibility of the editor saying good-bye to his terrestrial globe. So while our Canton brethren may rail at the censorship, they have at least under the new arrangement, a chance of keeping body and soul together.

IN OTHER DAYS.

This Canton experience reminds us of some of the annoyances and indignities which we were compelled to suffer at the hands of the Hongkong Censor in the early days of the war. We will now let our readers into the secret: that in those days every scrap of information relating to the war, even in remotest manner, had first of all to be approved by the Censor before publication. The information might have been copied from a Home paper, and it might not have been anything more informative than a statement that Mrs. Jones had seven sons serving in the war—but was betide the editor who published it without the due consent of the Censor. Dozens of the most harmless paragraphs of that type were submitted by us to this official. Then, on one occasion, we made an addendum to an obviously belated telegram, merely stating the time at which the message was despatched from London, when it reached Hongkong and when it was delivered at our office. But lo and behold we had committed an offence—by adding to a war telegram, and under pain of having to submit proofs of every page of the paper to the Censor if we did not obey orders, we were compelled to insert an apology next day, with a promise not to do it again! We could go on quoting endlessly from those experiences of other days, but, thank goodness, all that is over now and we can breathe freely once again. For our Canton fellow-journalists we feel sorry, though we don't imagine that the censorship will be worked on such an utterly absurd and idiotic basis as it was, and here in Hongkong when war first broke out.

DAY BY DAY.

EMPLOYMENT AND HANDSHIPS PREVENT MELANCHOLY.—Dr. Johnson.

We are asked to state that, from to-day, Ice House Street from Queen's Road to Des Voeux Road will be closed to motor traffic.

In a Garrison Tennis League match, yesterday afternoon, the R.A.S.C. beat the R.A.O.C. by 50 games to 31. Conductor Haynes played an exceptionally fine game for the losers.

The V.R.C. gained two water polo victories last night as follows:—V.R.C. 6, 33rd Coy R.G.A. 2. V.R.C. 4, H.M.S. Ambrose. 2. Mr. R.O. Wittell was the referee.

We note from a Haiphong source that the French cruiser D'Estrees, which arrived in the Colony a few days ago, is on a trip to the Pescadores and Formosa where her crew will visit the French cemeteries.

During last week there were notified two cases of enteric (one British and one Chinese), and two cases of diphtheria (one Portuguese and one Chinese). One of the enteric cases was fatal. There were also ten Chinese deaths from influenza.

The following officers of the Hongkong-Singapore R. G. A. qualified in Colloquial Hindustani at a recent examination:—Captain C. S. Dodwell, Captain A. Mc D. Hewitt, Captain J. M. Murphy, Captain H. J. Mortimer, M.C. Captain J. W. Bingham and Captain E. J. Graham.

The N. C. *Daily News* understands that Mr. E. Gordon Lowder, Commissioner Customs in Hankow, has been appointed to be Commissioner in Shanghai when Mr. L. A. Lyall goes Home on leave next month. Mr. Lowder will take over charge on October 15. Mr. R. H. R. Wade, Commissioner in Nanking, is going to Tientsin.

A seizure which the Police made yesterday of 10,000 po pin lottery tickets has revealed the existence of a gambling organization at Sun Chun, in the service of which a Chinese, who acted as carrier for the tickets, was arrested yesterday by the Police as he was coming from the Star Ferry Wharf. A Chinese detective, in giving evidence at the Police Court this morning, stated that the drawing for the tickets was to take place on the 15th day of this month. A fine of \$250 or three months' hard labour was inflicted on the accused by the Magistrate.

The case in which Dr. Mehta, of 24 Ice House Street, sued Ching Lum, a merchant of 3, Staunton Street, for \$45, being rent due in respect of the second floor of No. 24, Ice House Street, was again the Puisse Judge at the Summary Court this morning. It will be remembered that the plaintiff gave the defendant notice to leave by the end of July but that defendant went away in the early part of July and refused to pay the rent for that month. This morning Mr. Leo D'Almada, for the defendant, said he was prepared to consent to judgment against him, which was accordingly entered. Mr. Rowan was for the plaintiff.

The following is an extract from an article in the *Journal of Tropical Medicine and Hygiene*:—The term "Royal" prefixed to the Society of Tropical Medicine is one which becomes the sovereign word bestowing it, and the subject which the Society deals with. On no society of so short an existence has the term been so speedily bestowed; for it seems but yesterday that Sir James Cantlie called some half-dozen of the best known tropical men to his house in Harley Street and laid his scheme before them. He had the scheme formulated, a set of rules for the society drawn up, the names for a Council and Executive Committee set out, and even the names of the officers already on paper. The President he named was Sir Patrick Manson, the Secretary Dr. Carnegie Brown, and the Treasurer Dr. William Hartigan. Manson and Hartigan were his old colleagues in Hongkong, and Brown the first doctor he met in the Tropics when he called at Penang on his way to the Far East.

AVIATION NOTES.

[BY "METEORITE"]

The first regular mail aeroplane on the transcontinental route arrived in San Francisco from New York on the evening of the 11th instant, three days after its departure from the Eastern Capital. A survey of the geographical features of the route will bring a fuller comprehension of the extensive nature of the undertaking, for apart from the huge mileage figures represented by the distance of the service, it is not all plain flying once the mountainous regions comprising the Alleghenies and the Rockies and other ranges of the West are attempted. New feats in which height records have to be broken are on the schedule, and where the obvious solution for the progress of the train is in the tunnel, the airman will have to be content with climbing up into the clouds to get well above the many soaring peaks which rise from these regions. The distance of the service entails the establishment of an extensive chain of aerial posts and expense for the United States Postal authorities who father the scheme, but it is interesting to note that optimism prevails as to the business possibilities of the enterprise. So with characteristic Yankee push, the flight was undertaken, and the service has become an accomplished fact.

In a recent speech the United States Postmaster General gave an interesting account of the inauguration of the aerial post into the country, and revealed the financial success of the system which has justified this present big extension of the aerial postal system of the States. In view of this I could not help remarking on the gloomy note struck in the recent report of the Committee on Civil Aviation appointed by the British Civil Aviation Department to enquire into the possibilities of civil aviation. That body after some months of apparently serious effort came to the conclusion that the scheme was not a paying concern, and recommended that the sum of £125,000 be devoted to research work. It has been amply shown in the case of the London-Paris mail service that, properly organised, aviation could be made to pay, and that at not too great an expense on the public is borne out by the proposal to reduce the present charge of half-a-crown for each ounce of mail matter to sixpence. The proprietors of this service can be depended upon to know their own business, and in this connection, it is all the more surprising that the Committee should be so misguided by one or two insignificant instances to form a report which only serves to give a totally false impression on the business possibilities of aviation.

I have received from the Aerial League of America a voluminous batch of correspondence and have gleaned therefrom some detailed information on the parachute which is destined to render the distressed airman the same services which are given by the life-buoy. As a matter of fact the invention is called the "aerial life-buoy," and judging from the report concerning it, the term is not far off the mark. The invention has been brought to a state of perfection, and several tests conducted by daring airmen from the aeroplane itself have justified the expectations which are formed of its serviceability in times of trouble. By a mechanical arrangement the parachute is released at the moment the dive is made, and control over the direction of its flight is obtained by pulling the numerous cords that hold the chute together.

As showing the increasingly important relation in which the meteorologist stands to the airman it may be mentioned that last week before attempting the flight to Haiphong, Captain Ricou was dependent on the forecast of the Hongkong Observatory for information on the weather conditions obtaining on the route. The local Observatory however, was not in the position to furnish any information beyond the report contained in the ordinary daily forecasts, and the aviator had to be content to start out on the chance of meeting with favourable local weather conditions on the various points of the route. As it happened, a gale was encountered at Hoikow, and the flight had to be abandoned for the moment. The tersely worded telegram that was received by the French Consulate created the wrong impression in

BANDMAN SEASON.

"A VOICE FROM THE MINARET."

The purple colouring of a Syrian twilight and against this background the minarets and domes of the Holy City are outlined in strong relief; from the minaret the priest calls the faithful to prayer, whilst over the enchanting City of Damascus, surnamed "The Earthly Paradise" by the Holy Prophet, is hung at this hour a solemn religious atmosphere which strikes a sympathetic cord in the temperament of Andrew Fabian, a holy man with strong religious instincts but who is unholy in the matter of his choice of love. He has made an acquaintance with the wife of an English baronet, and his passion for her entirely subordinates the religious instincts in him, except when the moaning voice from the minaret comes as a reproach to remind him that he is in the Holy Land for the sole purpose of making a pilgrimage to the Holy Places.

Such is the substance of the prologue in the play "The Voice from the Minaret" which the Bandman Company presented at the Theatre Royal last evening. Six years after the foregoing we see Andrew Fabian installed as the vicar in a parish. The memory of that episode in Damascus still remains with him, and with the reappearance of the woman the old spiritual struggle recommences, with the devil the victor in the end. Matters come to a climax when the baronet (Sir Leslie Caryll) has his suspicions of his wife's infidelity confirmed by Fabian's confession, and being, we are told, a cruel, selfish and unsympathetic husband, it is not surprising to see him display such finess in his dealings with the misguided pair. Cynical, self-contained and exasperatingly deliberate in his actions, Sir Leslie is an unpopular character, but the visitation of a weak heart soon puts an end to his troubled life.

Another strong character is Father Elsworth, who proves himself to be the earthly guardian angel of Fabian. His decision in the affair of the erring young man is what one would expect a clergyman to take. He counsels a separation and a winning fight against his passion, to avoid a destruction of Fabian's career, and was quite successful in his ministrations.

The members of the Bandman Company who acted in this play were most successful in their efforts to create the right atmosphere for the story. A drama, it calls for skilful treatment and in his portrayal of Fabian, Mr. O. Twiss fulfilled his role with great skill. Miss Violet Blyth Pratt as Lady Caryll is the woman who sacrifices her love that her lover's career may not be compromised. Mr. Carl Lawson was very convincing in his role of Sir Leslie, and as we have hinted in a portrayal of the character of the baronet, had one of the most difficult parts to perform. Mr. Philip Carlton made a good Father Elsworth. The minor roles were well sustained by Miss Muriel Johnstone, Miss Beryl Barracough, Mr. Norman Thompson, and Mr. Forbes Russell.

To-night the Company presents "The General Post."

With regard to "Billeted" and "General Post," we learn that although both these plays were written during the war and are in a measure based on war plots, they depend for their success on other factors, notably their clever touches of comedy and humour. We understand also that the author of "Billeted," who witnessed the play during the Bandman Company's season in Cairo, was delighted with the performance, and in a congratulatory letter stated that Mr. David Keir, in the character study of the Scotch banker, was better than anyone who had depicted the same part in London.

one newspaper that shortage of fuel and the inability to obtain fresh supplies caused the decision, whereas it was indicated in a communication which the A.P.C. received from their Haikow agent, that a supply of aviation spirit had been laid down at the port. If the truth were told, it would be found that bad weather and not any other adverse circumstance caused the interruption to the flight.

Since writing the above, advice has been received from the local

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

SERVANT REGISTRATION.

Sir,—I have been interested and also disappointed at the frequency with which reference is made in the European press of the Far East to the subject of servant registration, and, following on an editorial on the subject in your last night's issue, beg to point out what I think should be the correct attitude of all progressively-minded people towards the matter.

First and foremost, let us realise that the day has gone by when any class of labour—Eastern—can be regimented and controlled for the benefit of employers. I mean that it is a totally undemocratic and obsolete idea that servants of any class exist simply for the ministering to the wants of their so-called "betters." They are free agents, privileged to work for whom they please, free to come and go just as you and me. What would be the attitude of any reasonable man living at Home if the suggestion were made that the great body of domestic servants in England were to be registered, were to be compelled to carry about licences and certificates; in other words, were to be practically enslaved to the whims, prejudices and overbearances of their employers? Would such a suggestion be tolerated for one moment? And yet, because we Westerners in the East are prone to be blind to the fact that the quality of our servants depends upon our own dealings with them, there is seriously made the suggestion that our domestics should be made our labelled serfs, whose ability to earn a livelihood would hang on the caprice of a former employer.

No, Sir, the day for that kind of thing has gone. It is common knowledge that our Police Department issued "character books" to the employers of all motor car drivers, and employers were asked to record in these books the name of the driver, the date when he was engaged, the date of the engagement's termination, the reason for the man's leaving, and the nature of his conduct. The books were issued with a view to assisting employers to select a driver, but I am happy in the knowledge that the books have proved almost a failure, employers refusing to keep them posted. Let us presume that a employer had to discharge his driver. There may have been "cheekiness" or some other terrible offence. In the man's book would probably be written something quite damaging to his future ability to obtain employment. There is no one to decide the rights and wrongs of the case; the employer might easily have been a short-tempered, irritable, over-bearing individual. And the only result of it is that a man is denied his right to work. That is, the very kind of thing that would happen under a registration system. Virtually, we should be placed in possession of a lien on all our servants' futures. We should get no better service than we get now, we should instil no more honesty (there's a very high degree of that already), and we should be creating a few more yards of the very worst kind of Red Tape.

People who talk glibly of servant registration cannot have thought of the effects of such a system for two minutes. If Ceylon has it, then we ought to pride ourselves that we are a little better than our brothers down there. There are enough forces at work for the betterment of us all, without recourse to any action that contains so pernicious a principle as does "registration." If there's going to be any registration at all, let's have registration all round, let's get back to the thralldom of the Domesday Book, let us embrace the entire feudal system all over again. But don't let us discriminate against a class that has and still is serving us well in a humble station.

Enclosing my card, and thanking you for publication.

Yours etc.,

WELL SERVED.

Hongkong, September 22, 1920.

office of the A.P.C. that the flight was resumed on Friday morning. Mr. Fairlie being still the passenger. As to whether the machine had arrived in Haiphong, no further announcement has been made.

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LINES FROM
LINCOLNDODDIE.

"Lincolndoddie"

Ecclesham, N.B.
18th August, 1920.

Dear Sir—
Just last night, I was looking through the paper when the word "medals" attracted my eye. I don't know why—and this was the paragraph—

"The London Gazette" last night announces the institution by the King of a medal to be awarded to native chiefs or other native dignitaries in the Colonies and Protectorates administered by the Colonial Office who may have merited such distinction by service and loyalty to the Empire. It is to be worn around the neck, pendant from a chain of silver gilt."

Now, thinks I to myself, that's fine and that'll please a lot of the boys in Hongkong, for though it's been given out that they weren't to get a medal for what they did in the Great War, yet it's nice to think that their chiefs and headmen are no going to be left out in the cold. Think what a proud man Dyer, late Chief of the Scotts, will be when the King sends him a brass medal to wear round his neck and how perfectly tickled to death old Poleaxe, Headman, for a time, of the Dragon Slayers, will be when he becomes the recipient of such a Royal honour. Old Frost, the first elected dignitary of the Kowloon Cavedwellers Cadre and Chief Holyoak for his monster pow-wows and efforts to enlist men in the cause of the Great White Chief, will, of course, be recognised, though in their case, may be a silver gilt chain will have to do.

The tale of Government excesses in printing and stationery, revealed last week, should have a double pangency for the newspaperman. His indignation as a citizen will only be equalled by his professional envy for those fortunate beings who can get so much paper to waste. To the newspaper industry there is a world's shortage of paper; to Whitehall, seemingly, the supply is inexhaustible. Man it's terrible. I, for one, wouldn't grudge the different departments their proper whack of what's going in the stationery line if they would only put the paper to a better use. I read only the other day in a Parliamentary debate how the

Board, sent out forms to be filled in and returned, in an envelope that measured 12 by 18 inches. In many cases, it was stated, the forms had been sent back enclosed in ordinary business size envelopes. It's their head, right enough. If it wasn't that I don't like the idea of putting myself forward I wouldn't think twice about offering myself for the post of Paper Controller, salary to be paid on a commission basis on the economies effected. It would be a nice fat job for somebody.

I see from the papers that they've gotten hold of a man, a Japanese at that, one Tameo Kajiyama to wit, that can do five things at once. It seems he can read, write, figure out sums, talk and listen all at the same time. That reminds me about a woman I once heard about—but now I come to think of it, you story's no' what one would say was suitable for here. But what I was going to ask you was this. What about our Prime Minister the now? I don't suppose L. G. has ever submitted himself to a set test, but my namo's no' what it is, if from his ability to tackle half-a-dozen problems at a time, sometimes I think he's often at half-a-dozen places at once—he couldn't give Tameo Thingmabob a long start and beat him in a canter.

Aye, I admit that Lloyd George's having a sore time of it the now but all the same, provided he's still got his faculties by him, I don't see any reason why he shouldn't be consistent with it all. Now take you Polish business for instance. Just the other day the Labour Party sent him a deputation. There's nothing unusual in that; what was unusual was that the Labour Party didn't settle the Polish question themselves—by Conference. Now listen carefully. This is a bit of the speechifying.

Says Mr. Bevin, the Dockers K.C.—But supposing the Polish people themselves agreed upon a constitution which did not suit the Allied Powers?

The Prime Minister:—What have we to do with that? That is their business, not ours.

Mr. Bevin:—It is their business. The Prime Minister:—Certainly. What have we to say to that? I do not care what the constitution is. If they like to have a Mikado there, that is their business.

Mr. Bevin:—That is what we wanted to know.

The Prime Minister:—Not if it is done by force, you understand.

Only if it is done by their choice. Mr. Bevin:—I quite understand. Aye, we can all understand that. It's quite simple. The Poles decide freely and as like as no by a majority vote. But what about Ireland? Are they not to be allowed to decide freely and by a majority vote? If they chose a Mikado he'd be court-martialled, I suppose.

I've wondered since what Sir Edward Carson must have thought about national independence in this new light. Near to our place, the carmen havena' gone out on strike, no, nothing so silly as that. But as the increased fares, caused by the bigger wages of the men and the dearer material to run the cars, have caused lots of folk to travel with shank's mare, the Corporation to cut down expenses, have sent fewer cars out, with the result that the carmen won't allow overcrowding on the cars. This sounds a bit after the style of "The House that Jack Built" but it's true for all that.

Well to get on with my story. Last Saturday night by a strange chance it was raining. The severe drought which had lasted for half an hour at least was at an end. That's the new fashion in weather nowadays. Well, just as I was saying, I got abreast of the island when the last car hove in sight. Man, the lights shone through the rain like a beacon of hope. That's the poetical way of putting it, but, to repeat it in everyday language, it was just the same feeling as ye have when the ricksha turns the corner and ye can see from windows that the wife hasna' gone to bed herself, leaving you to fumble in the ice chest and plunk corks in the dark. Ye ken what I mean? Going to bed in the dark's bad enough but when ye've encountered enraged femininity and a tight-drawn mosquito curtain between you and your night's sleep, well married life's no' aye what it's cracked up to be, mind I'm telling ye. I mind once of MacPherson—but that's a different story altogether.

As I was saying, the car, it came in sight. In a whisk o' an eyelid the fine old British tradition of women and children first went by the board—by the footboard, as a matter of fact. As it was, the car was nearly full up by the time it got our length. So, for that matter, was the conductor, but he soon took the situation in hand. "Only standing room for six inside and four on the top" he announced deliberately. It sounded familiar. And then I minded that this was the new policy of making the trams fit for heroes to ride in.

The crowd, however, clung for dear life to the one thing that stood between them and a wet walk home. Them that couldn't get their hands on the car, got them on somebody who was more likely to get it.

"Six inside and four on the top" repeated the Scentor of the punch and the copperbag, the rest of you'll have to get off. The car stood still as it had often done for varying periods and other reasons. Meanwhile the driver lay low and "sed nuffin" unless maybe below his breath.

"Has ye nae bairns o' yer ain?" asked an angry female trying to shove a wee nacker through the scrum. The conductor began to snort. He was softening. But he took a pull at himself. His nerve returned.

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"Damn the numbers" said one of the trio breathlessly. But the car was by this time, like Willie Muir's swine, on its way home.

And we had to walk home. So had three from conductors after a hard day's work pushing excess passengers off their cars!

Last month holidaying with MacPherson, when waiting on him on the sands to put on his shoes and stockings after wading, there was two Glasgow women sitting a bit off us. I was listening to the collieshangie.

"Aye, Mrs. Tamson," says one of them, "an' so Jeannie's got mair!"

"She has that, Mrs. Macalpine."

"An' boo's she gettin' on?"

"Oh! no' sae bad at a'. There's only one thing the matter. She canna' bide her man. But, then there's aye something!"

Aye, there's aye something. Poor old Lloyd George must have gotten one of the shocks of his varied and exciting life the other night when he learned through the newspapers for the first time that the French Government had decided to recognise General Wrangel as the ruler of South Russia. Aye, it was an amazing bit of business right enough, and just when the British Labour Party had decided that we were not going to war on behalf of the Poles.

And I think they were quite right too. We've just about had enough of this follow-my-leader and Wrangel Tangle kind of business. All the anti-Bolshevik leaders have been buried in the mire. If it wasn't Denikin's rear that was being pushed in, it was Judenitch yodelling for help or Koltchak's push getting it in the neck by the Red Armies. And I don't think but what our Labour Party is perfectly right in its contention when it maintains that the British Government has not been guileless in assisting these forlorn hopes and has thus helped to keep the fires of war burning in Europe all along.

Of course the reason is as plain as the nose on your face. Russia owes us all money. Britain I honestly believe isn't so much worrying about that; our Government never was prone to worry about other folk's money anyway, but the French are still as keen debt collectors as ever and if General Wrangel can wrangle it for them, well, the French are on their side every time. You bet!

To help to complicate the situation I see that the United States Government has issued a Note laying down the moral law to the Bolsheviks. Now when the Washington Government cannot influence their own Senate to take their rightful part in fixing up the Peace Treaty or in paying their subscription as members of the League of Nations, I don't think their contribution cuts any ice at all. The Election is too near to allow the President's opinion to be other than personal anyway. What ever way it's going to end, the people of Great Britain have made it sufficiently clear that there's nothing doing in the war line—at least abroad. We've got plenty of it at home as it is.

And Mr. Lloyd George is I think very sensitive to public opinion, and much as he may have liked to have followed France as an Ally, he's had to draw the line this time and sit up and take notice.

What's more forbye, by the time he's got the Irish question fixed up good and proper he'll

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have had all the war he wants this side of the Jordan.

Last week in the midst of Irish indignation, Labour lashings and the promise of another war, the House of Commons found time to think of setting up a statue of the late Joe Chamberlain. Both Asquith and Lloyd George had had some very nice things to say of their late opponent. I may be wrong but I doubt if there was any real sincerity with either of them. Of course it's one of the easiest things in the world to say something nice about a man when he's dead. We're inclined that way—more or less—

I never had any time for the elder Chamberlain. It canna' be denied or forgotten that it was his complete mishandling of the Transvaal franchise question that was the means of plunging this country into a long and costly war. And it took all our resources and wealth at the time to get the upper hand of the Boers. A more inglorious, shameful war was never waged, the absolute injustice of which was revealed in the House of Commons years after. If it hadn't been for the courage and political sagacity of Campbell-Bannerman in giving back to the Transvaal the rights of self-government, that country would have been a plague spot in the Empire even worse than Ireland is to-day. But L.G.'ll have to sup a lot of porridge yet before we can ever rise to the solid statesmanlike qualities of "C.B."

and, what's may be more to the point, why should a colossal blunder be commemorated by a statue, even if it has to be put up at the public expense?

Yours etc,
R. McW.

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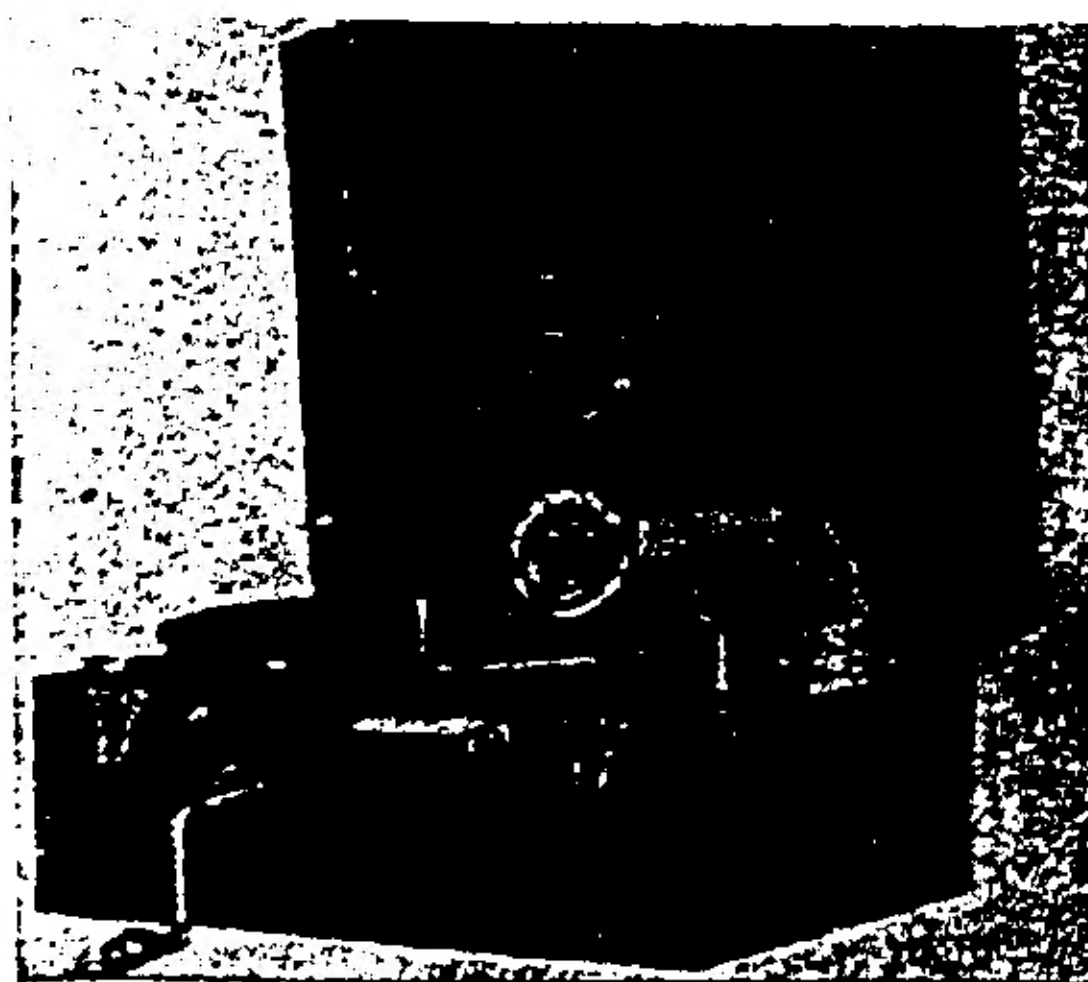
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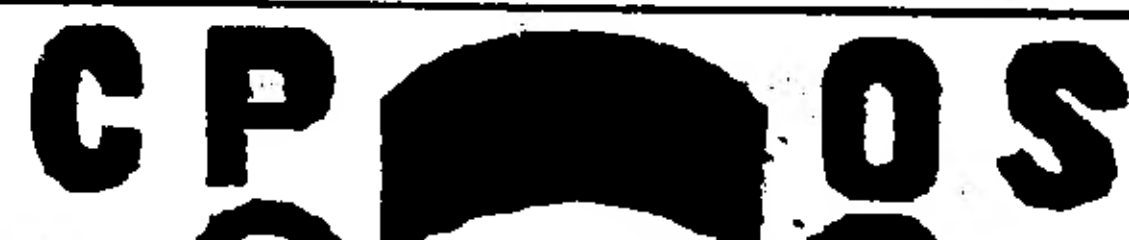
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Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

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Atlas M.	O. S. K.	Sept. 25
West Himrod	S. & D.	Sept. 25
Arabia M.	O. S. K.	Sept. 27
Van Waevel	J. C. J. L.	Sept. 27
Korea M.	T. K. K.	Sept. 30
Katori M.	N. Y. K.	Sept. 30
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Tosa M.	N. Y. K.	Oct. 1
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Hungaria	D. & S.	Oct. 3
Euryppylus	B. & S.	Oct. 3
Tamba M.	N. Y. K.	Oct. 4
C. of Dunkirk	B. L.	Oct. 5
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St. Albans	P. & O.	Oct. 6
W. Hepburn	R. D. Co.	Oct. 6
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Titan	B. & S.	Oct. 10
Morioka M.	N. Y. K.	Oct. 12
Helenus	B. & S.	Oct. 12
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Melville D.	R. D. Co.	Oct. 15
Mishima M.	N. Y. K.	Oct. 15
Matoppe	B. L.	Oct. 15
West Ira	R. D. Co.	Oct. 15
Pelens	B. & S.	Oct. 19
Nikko M.	N. Y. K.	Oct. 20
Tencer	B. & S.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tydeus	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 25
Tenyo M.	T. K. K.	Oct. 25
Dakar M.	N. Y. K.	Oct. 29
Jason	B. & S.	Oct. 31
Teiresias	B. & S.	Nov. 3
W. Hixton	L. A. Co.	Nov. 4
Nile	C. M. Co.	Nov. 6
Ixon	B. & S.	Nov. 12
C. of Naples	B. L.	Nov. 15
Shinyo M.	T. K. K.	Nov. 22

JAPAN, COAST PORTS, ETC.

Kashgar	P. & O.	Sept. 22
Taming	B. & S.	Sept. 22
Hopsang	J. M. Co.	Sept. 23
Sunning	B. & S.	Sept. 23
Kanchow	B. & S.	Sept. 23
Haihong	D. L. Co.	Sept. 24
Taksang	J. M. Co.	Sept. 24
Kwaisang	D. L. Co.	Sept. 25
W. Henshaw	S. & D.	Sept. 25
Yingchow	B. & S.	Sept. 25
Kailong	B. & S.	Sept. 26
Kwongsang	J. M. Co.	Sept. 26
Tjimanook	J. C. J. L.	Sept. 27
Yatshing	J. M. Co.	Sept. 28
Kueichow	B. & S.	Sept. 28
Cheongshing	J. M. Co.	Sept. 28
Fooksang	J. M. Co.	Sept. 28
Luchow	B. & S.	Sept. 28
Szechuen	B. & S.	Sept. 28
Kitao M.	N. Y. K.	Sept. 30
Haiyang	J. C. J. L.	Sept. 30
Yetofo M.	N. Y. K.	Sept. 31
Tominra M.	N. Y. K.	Oct. 3
E. Crown	S. & D.	Oct. 14
Aki M.	N. Y. K.	Oct. 16
Hokuto M.	D. & Co.	Oct. 19
L. Faulth	P. M. Co.	Oct. 24



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Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th
TENYO MARU	22,000	Oct. 23rd
SHINYO MARU	22,000	Nov. 23rd
PERSIA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	Nov. 9th
KIYO MARU	17,200	Jan. 10th

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King's Building. Tel. Nos. 2374 & 2375.
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SAN FRANCISCO
Via SHANGHAI, JAPAN PORTS & HONOLULU.
"CHINA" "NANKING" "NILE"
Sept. 24th. Oct. 31st. Nov. 6th.

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TO SAN FRANCISCO & SEATTLE.

"WEST HIMROD" ... 27th September.

TO CUBA, NEW YORK & BALTIMORE.

"CHIPCHUNG" ... 29th September.

Through Bills of Lading issued to all U.S. and Canada, Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 12, Des Voeux Rd. Tel. 3008.

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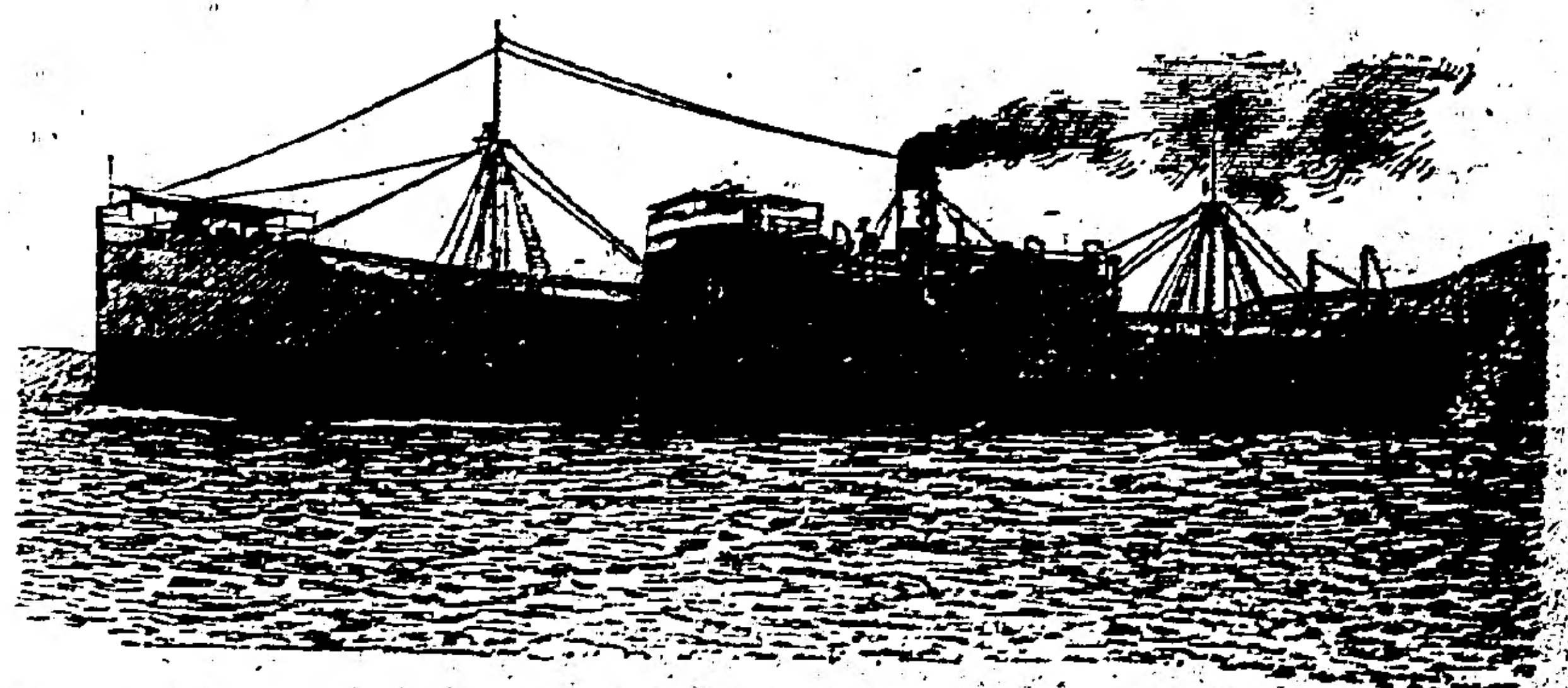
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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	25 Sept. d'light	M'lea, London & Antwerp.
NANKIN	8,500	8th Oct.	M'lea, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	23 Sept. noon	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,000	22 Sept. d'light	Shanghai, Kobe & Y'ham.
TORILLA	5,200	3rd Oct.	Shanghai & Japan.

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SEATTLE & VICTORIA via K'lung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... Thursday, 14th Oct., at 11 a.m.
(Omitting Keelung and Shanghai.)

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at noon.
MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAXAR MARU ... Friday, 29th October.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTTORI MARU ... Sunday, 3rd October.

WAKASA MARU ... Friday, 29th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 30th Oct., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.

CALCUTTA MARU ... Sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via Cape.

TOSHA MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Thursday, 7th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMINRA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KIRIN MARU ... Tuesday, 28th September.

KITANO MARU ... Thursday, 30th Sept., at 11 a.m.

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Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Thimancoek	Java	in port	25th Sept.	Yokohama.
Halyang	Java	23rd Sept.	30th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

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S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

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Regular services between

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For JAVA, S.S. "SAMARANG M." sailing on or about 10th Oct.

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SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

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TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

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Kobe, Shanghai, CHAS. E. RICHARDSON, General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'au via S'ow	Hopsang	Thur., 23rd Sept. at d'light.
MANILA	Taksang	Fri., 24th Sept. at 3 p.m.
STRAITS & Calcutta	Kwabsang	Sat., 25th Sept. at 3 p.m.
SHANGHAI	Kwabsang	Sun., 26th Sept. at d'light.
TIENTSIN	Cheongsang	Tues., 28th Sept. at d'light.
KOBE	Yatsang	Tues., 28th Sept. at 3 p.m.
STRAITS & Calcutta	Fooksang	Tues., 28th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

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TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about 25th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "FOOKSANG" will be despatched on or about 28th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	Hanyang	23rd Sept. at 9 a.m.
SHANGHAI	Sunung	23rd Sept. at noon.
MANILA, CEBU & ILOILO	Klukiang	23rd Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
PAKHOI & HAIPHONG	Kailong	26th Sept. at 9 a.m.
SWATOW & BANGKOK	Luchow	28th Sept. at 10 a.m.
AMOY, SHAI & PUKOW	Szechuen	28th Sept. at 10 a.m.
W'WEL C'FOO & TIENTSIN	Kueichow	29th Sept. at 4 p.m.
SHANGHAI	Sinkiang	30th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

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Hongkong Sept., 22, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloons and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Passmore	FRI., 24th Sept. at 2 p.m.
Mailoong	J. S. Thomson	TUES., 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

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PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	5th Oct.
"CITY OF DUNKIRK"	via Suez	24th Nov.
"TYDEUS"	via Panama	3rd Dec.
"CITY OF ARA"	via Suez	30th Dec.
"ROMEO"	via Suez	

Calls at Boston.

Steamers connect via Suez (Colon) to Panama Canal and Oceanic steamers.

Subject to change with and without notice.

For freight and passage apply to

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.

SHIPPING.

VESSELS ARRIVED.

The British steamer UNOAS brought here 5,800 tons of fuel oil in bulk for the S.O.O. from San Pedro (Cal.)—Mooring Lal Chi Kok.

The Blue Funnel TEIRESIAS arrived here this morning from Glasgow with 1,483 tons of local merchandise and 5,991 tons through freight. She had 104 bags of mails.—Mooring Holt's Wharf.

From Kobe and ports the E. and A. KANOWNA which arrived here yesterday brought 21 bags of mails and 4,008 tons general transit cargo.—Mooring A. I. She reports cholera at Moji and Kobe.

The C. N. C.'s YINGCHOW, brought 350 tons local and 1,000 tons transit cargo from Tsingtao and Northern ports. She arrived this morning.—Mooring C. 33.

The Blue Funnel MENTOR, had on board 9,491 tons transit merchandise on arrival here this morning. She brought very little cargo for local consignees.—Mooring, 21.

This morning there arrived the O. S. K. KAIJO MARU, from Keelung.—Mooring wharf. Coal to the extent of 3,523 tons was delivered here by the KOK-KOSAN MARU yesterday. She is in quarantine.

Merchandise amounting to 3,453 tons was consigned here by the KATORI MARU which arrived here this morning. She also brought 193 bags of mails from Seattle and ports of call.—Mooring No. 2 Kowloon Pier.

Rice and general cargo amounting to 1,600 tons were discharged here by the Thoresen & Co.'s vessel SKIELD which arrived this morning from Haiphong.

MOVEMENTS OF STEAMERS.

The N. Y. K.'s KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The N. Y. K.'s KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K.'s KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 27th September.

The s.s. TEIRESIAS (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The s.s. MATTAWA arrived at Moji on 20th Sept., leaves there 20th Sept., and is due at Shanghai on 23rd September.

The T. K. K.'s SHANTO M. arrived at Yokohama on the 20th instant, and sails on the 22nd instant for Honolulu and San Francisco.

The T. K. K.'s ANYO M. arrived at Yokohama on the 19th instant, and sails on the 23rd instant for South America via Honolulu and San Francisco.

The I. B.'s TANDA left Moji for this port on the 21st instant at morning and is due here on the 25th inst. at about morning.

The P. & O.'s KHIVA left Shanghai for this port on the 21st instant at 2.30 p.m. and is due here on the 24th instant at about 6 a.m.

The N. Y. K.'s TAJIMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai on the 21st September, and is expected here on the 1st Oct.

PROGRESS AMONG THE JAPANESE.

Another advance, of an international aspect this time, which the recent tournament at Broadstairs brings to notice, is that of the Japanese, Mr. Y. Mishimi, a Japanese golfer who plays at Oxhey, and is one of a party of players from the Orient whom Ted Ray has had under tuition, had a handicap of 15 and reached the semi-final stage. The game has been making great strides in Japan, and as competent observers agreed a good many years ago, there are great possibilities in the Japanese in regard to the game of the links. With their quickness of eye, wrist-power, and good physique with activity, they should have a facility for the playing of ball games. Mishimi in the Lawn Tennis Championships was an example of these qualities. A Japanese golfer who is reckoned to be about equal to Ted Ray, and who has been under his tuition, is also known to be a very good player.

CAPTIVATING DANCE FROCKS



Adorable are
The Quaint
Empire Frocks

A Youthful Model
with Flowers Instead of a Sash Bow

Frocks with these
Big Sashes are Wonderfully Smart

Modes of the Moment.

There seems to be no diminution of the favour for black evening gowns. A modern dance gown of black silk net makes a black tulle model of ten or a dozen years ago seem actually heavy by comparison. In those days tulle dance frocks were made up over linings of black satin; now the foundation frock is of several layers of black net or chiffon, and the foundation bodice is merely a strip of black satin supported by shoulder straps. The black dance frock pictured is an example of the modern airy type. The shirred silk net bodice, hip-flounces and skirt draperies weigh almost nothing. The foundation skirt is made of black net over black chiffon. The only solid bit of material is in the bodice lining—a strip of black satin supported by straps of flesh tinted tulle.

A little weight is given this bit of black thisedown by jet fringe and ornaments on the skirt and by a band of jet bead trimming at neckline.

NEW SASH IDEAS.

This black net dance frock has a most interesting sash. There is an all-round girde of folded black tulle and the strip of rose pink ribbon at the back ends under the flower clusters. White camellias, mauve poppies and pinkish gold leaves form the flower clusters—rather an expensive sashbow but very effective.

Two other very interesting sashes are pictured on to-day's page. One is a sash of tulle with a bunchy bow lifted high at the back—very smart indeed. And the other is a sash of ribbon with ends that form a short train, below the edge of the skirt. Double faced ribbon was used for this sash and when one calculates the yards necessary to make the long ends and the five or six long loops, one gets an idea that this sash, also, forms a substantial item of expense in the costume.

The dance frock which the long, trailing ribbon sash adorns is a particularly distinguished frock by Joseph. Its lines are rarely beautiful and graceful, the surplice bodice appearing to consist of a dropped drape of half-nude styles of a few seasons ago. The lavender printed Georgette shown has a very modest sash, shown in a very modest

The square décolletage and severe shoulder line, with perfect absence of sleeve are very smart indeed, and the gorgeous sash sets off the whole with amazing effect.

SOFT FABRICS SOFTLY USED.

Chiffon and lace play their part in the new dance frocks. There are a few models of silk or satin, but the majority are of airy materials. The exceptions are frilly dance dresses of shimmering chiffon taffeta in vivid colours like sunset yellow, apricot, watermelon pink and so on.

The average girl looks at her best in one of the lovely, soft dance frocks of chiffon, silk net or lace. Two enchanting models of this type are pictured. One carries the bunchy but modish sash referred to above; the other is a delectably feminine little frock of lace frills. So soft and airy is this lace frock that even a plain woman could hardly fail to be fascinating in it. Over a foundation of the sheer lace is draped a surplice bodice of cream silk net. The sleeves are of this net, with wide draped ruffles of the lace. The skirt has cascade-flounces of lace over a pleated and draped tunic of net and underneath is a foundation skirt of black satin which makes the upper part of the frock all the softer and more airy by contrast. The sash is of black velvet ribbon with a bow at the back; and a long loop making a panel at the front. Above this panel is a cluster of roses in shades of tearose and mauve. The other frock is of figured georgette showing white and grey printings on a pale lavender ground. The sash is of even paler lavender chiffon and the delicate lavender tints are set off by the under bodice and skirt of white taffeta, which are revealed at the sides of the costume.

All the frocks described so far show a pronounced improvement in the matter of décolletage over last year's models. Daring effects are not as popular as they were, especially on very young women and the new evening gowns are much more attractive with their surplice bodices appearing to consist of a dropped drape of half-nude styles of a few seasons ago. The lavender printed Georgette shown has a very modest sash, shown in a very modest

shoulders. The Joseph dance frock has no sleeves but the bodice comes up over the shoulder and has a modest square décolletage. And the neckline of the black tulle frock is decidedly high.

Only a slim young girl could wear the lovely little Empire frock pictured, this adorable frock which is made of pleated white chiffon embroidered with tiny white beads. Between these bead-embroidered panels are pleated panels of filmy lace. The bolero of latched white ribbon overlaps a white satin sash on which is a quaint cameo ornament.

A Semi-Evening
Frock of
Printed
Georgette
with
Fringed Net
Sleeves

Lace and Pleated
Net Over Black
Satin Make
an Evening
Frock that is
Practical yet
Formal Enough

TWO DAINY FROCKS.



Above are shown two pretty lace frocks. One is entirely of lace, a hooped tunic dropping tiny clusters of orange flowers over a lace petticoat and the lace, short-sleeved bodice attached to the skirt with a solid belt of flowers. Then there is finally a lace hat with its wired brim turned up flat in front and a single cluster of orange flowers pinned to the point thus made.

The second frock is a yellow organdie lavishly trimmed with bands of flat lace. Flowers, French roses, brushed to the skirt and the bodice, and the skirt is also on the skirt.

ON MATCHING COLOURS.

SOME DIFFICULTIES.

Blue is the most deceitful colour to match. All shades give a good deal of trouble, but the most difficult is the regulation "medium blue." The blue becomes almost a purple in artificial light. All shades of blue become more purple in tone when they are shown under any light except that of mid-day.

Violet is nearly as difficult to match as blue. A violet that is cool-toned in daylight shows warm tones at night. Red will appear more yellow under artificial light, and so will green. Grey is a satisfactory colour to choose for an evening gown, for unless it has a yellow tinge it will not change colour under artificial light.

"Any woman who has ever worn a black dress or costume knows how difficult black is to match. No black silk is really black. A piece of silk may seem black to the casual observer, and it may be called black, but it is not really black, at all. It is dark brown, or dark blue, or dark red. Matching black goods, therefore, is difficult, because one must be able to tell whether the black has more of brown, red, or blue in it and match it to a piece of black goods containing the same colour value.

Nor is there any such thing as pure white silk. There are three colours of so-called white silk; oyster, which is sometimes called pure white, though it has a slight blue tinge; ivory, which has a tinge of pale yellow; and cream, in which the yellow tone can be plainly seen.

Soft silks are easier to match in colour than stiff silks. Colour varies with texture. A thin piece of silk of the identical dye as a heavy piece looks lighter in

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: XL

"Who comes next?" asked Nancy, tying on her apron. She and Nick had returned to Scrub-Up Land, as they had finished their errand in the Land-Where-Spring-Was-Coming.

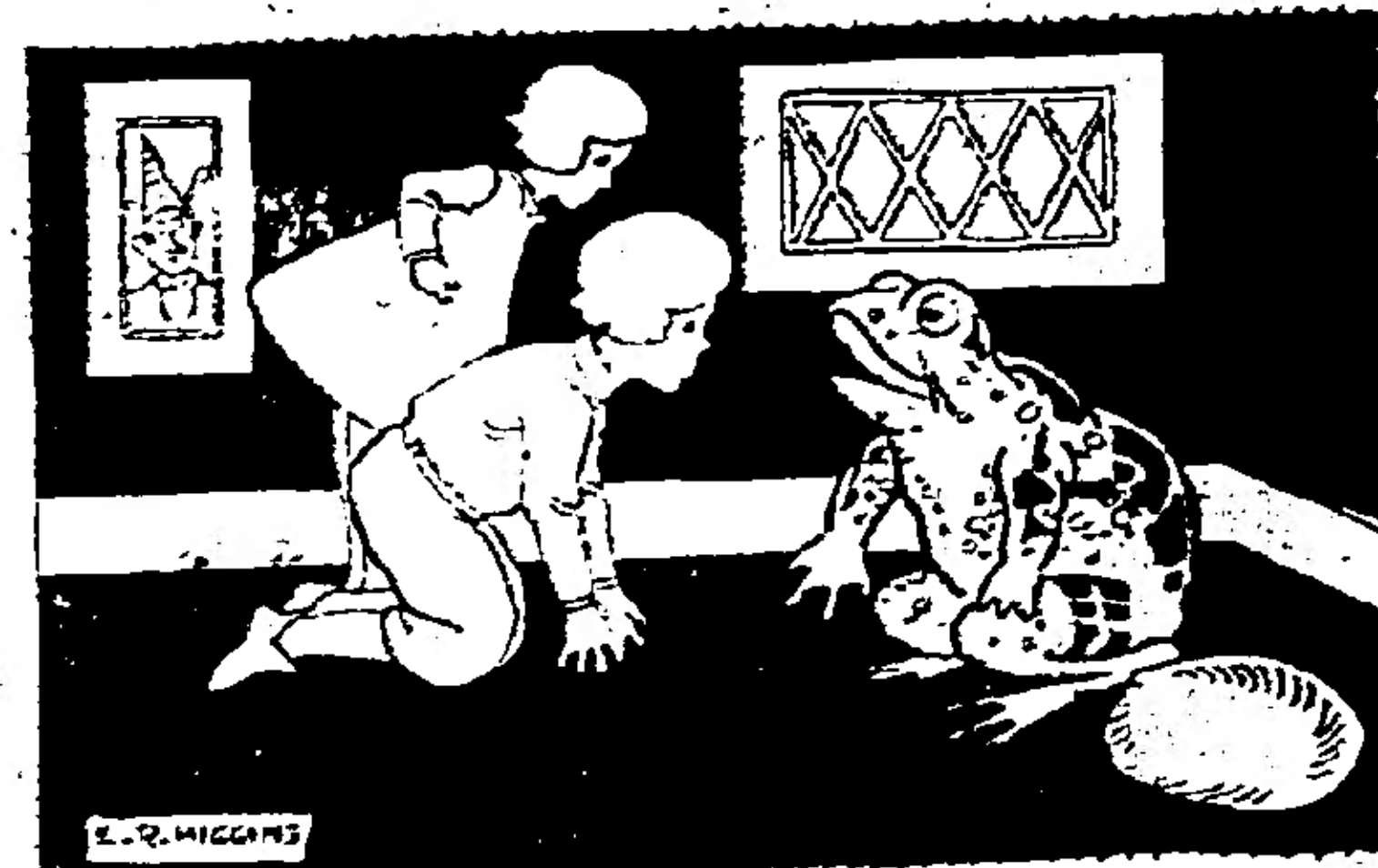
Rubadub, the fairyman, nodded toward the corner where there was a great snoring behind the door. "Phil Frog's next," he said meaningly. "See if you can get him awake."

The twins tiptoed over to where Phil lay, with his head on a little pillow, and yelled "Boo" at him.

Phil smiled broadly in his sleep, and murmured drowsily, "That's lovely, Miss Pollywog! Simply lovely! Would you mind singing that last note again?"

The twins were much astonished at such an answer, but Phil was soon snoring again.

Nick gave him a little poke—no, it was a good-sized poke—and shouted, "Wake up! Hey! Wake up, you!"



"Is it really fly-time?" he beamed. "Good old fly-time!"

But Phil only smiled again more sweetly than ever, and said, "Adorable creature! How I love the touch of your soft hand!"

"Well, I never!" said Rubadub, arriving on the scene. "Singing pollywogs! Adorable creatures! Humph! Mr. Frog must have been eating cheese and pie before he went to bed, to make him dream like that. Wait! I bet I can wake him up, and I won't throw cold water on him either." And going quite close to Philip's ear he yelled, "Flies! Flies!" as loud as he could.

That got him! Up he sat, blinking hard and smacking his lips expectantly.

"Is it really fly-time?" he beamed. "Good old fly-time! My! I haven't seen a fly since papers were a penny. You see, I've been down under the mud all the winter, and I came here to get cleaned up before going to the Land-Where-Spring-Is-Coming. I must have fallen asleep again."

"You did," said Rubadub. "And you're as shabby as an old shoe."

(To be continued next Wednesday.)

WIRED VEILS.

The veil, an important item of the fashionable woman's wardrobe, shows many smart variations. At present, Paris is standing sponsor for the veil that is lightly wired to stand away from the face. Very delicate fabrics, always embroidered, are used

MUSLIN AND LEATHER.

A frock of white organdie muslin, banded and piped with soft black leather, was a great attraction in a Bond-street show-room recently. Muslin and leather sound a bad mixture, but this frock was so very beautiful that it was a

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SUSPENSION OF MR. DEVLIN.

OPEN DEFIANCE OF THE
CHAIR.

Mr. Devlin, leader of the Irish
Nationalist remnant in the House
of Commons, was the central
figure recently in a scene of great
disorder that led to this suspen-
sion from the House.

The scene arose in Committee
on the Restoration of Order in
Ireland Bill, Mr. Devlin demand-
ing the attendance of the Prime
Minister, and making this the
occasion for a violent attack on
the Government's Irish policy.

Mr. Devlin intervened on a
motion by Major Barnes to omit
the subsection defining the com-
position of courts martial.

Mr. Devlin made his demand
that the Prime Minister should
be sent for to conduct his own
Bill, the peg on which to hang a
vitriolic outburst against this
"outrage on the House," as he
called it. "You are outraging
the House," retorted Major Barnes.
"I despise the House of
Commons," fumed Mr. Devlin.
"This House has proved itself the
enemy of the liberty of Ire-
land."

A medley of shouts of "Go
away!" and "Sit down!" rose
from both sides of the House, and
between them the member for
the Falls Division of Belfast,
growing redder every moment,
maintained a dropping fire of in-
vective: "You are not going to
destroy the spirit of a nation.
You won't get your Bill to-day!
Send for the Prime Minister! Go
on with this farce! Proceed with
this humbug! You will not pro-
ceed with it if I can prevent it! I
will not be a partner in a trans-
action so nefarious!"

REFUSED TO LEAVE.
All the time a great hubbub of
cries of "Order!" continued, Mr.
Whitley rose to protest, but Mr.
Devlin refused to sit down, talk-
ing all the time.

At last, when Mr. Whitley got
in a word, he warned the offender
that he must ask him, under
Standing Order 21, to withdraw.
"I will not!" retorted Mr. Devlin.

Mr. Whitley motioned to the
Deputy Sergeant-at-Arms, Cap-
tain Gosset, who went up to Mr.
Devlin and tried to induce him
to leave. "But the member for
the Falls Division of Belfast sat
down and refused to move."

continued to shout, "No! I will not
go out."
Captain Gosset, returning to
the centre of the House, reported
Mr. Devlin's refusal, and Mr.
Whitley proceeded to name him.
"Bring in the army of occupation,"
scolded the offender.

THE SPEAKER SENT FOR.
There was a pause while the
Speaker was sent for, and to him
the Deputy Speaker reported the
facts. Mr. Shortt, the Home
Secretary, was in charge of the
House, and he rose and formally
moved that the member for the
Falls Division "be suspended
from the service of the House."

Mr. Devlin rose again: "May
I, before I am suspended, be
allowed to state my case?" he
said. "We are passing the most
terrible Coercion Act for Ireland
that has ever been brought before
the House."

Here the Speaker stopped him,
and said that under Standing
Order 18 he must put the question
without debate. He then put the
question that Mr. Devlin be
suspended, and it was carried by
229 to 43, amid cheers.

LABOUR MEMBERS FOLLOW.
"In accordance with the
decision of the House, I must ask
the member for the Falls Division
to retire," said the Speaker.
For a moment it seemed as if
Mr. Devlin would carry out his
threat to resist, but he rose, and,
walking quickly, left the House,
the ironical cheers of members
following him.

The other four Nationalists
present, and most of the members
of the Labour party, trooped after
him; but five of the latter showed
their dislike of the sorry comedy
by remaining in their seats; they
were Mr. Clynes, Mr. Tyson Wil-
son, Mr. Spencer, Mr. Grundy,
and Mr. Hirst. Then the Com-
mittee resumed discussion of the
Bill.

AFTER THE SUSPENSION.
After his suspension for refus-
ing to recognise the authority of
the chair, Mr. Devlin left the
precincts of the House without
further protest. His suspension
lasts until the end of the
session.

In the division on the suspen-
sion, Sir Donald Maclean voted
with the Government, feeling
bound to support the chair. Mr. J.
M. Hogg and Captain Wedg-
wood Benn, with other Indepen-
dent Liberals, voted with mem-

"WE WANT TO KEEP OUR
WEAPONS."GERMAN SOCIALISTS AND
DISARMAMENT.

Berlin, August 4.—The move-
ment against carrying out the
Spa undertaking by the German
Government, to seize arms in the
unlawful possession of civilians,
is assuming serious proportions.
It has been instigated by the
extremists of the Left, who
contend that the necessary
powers the Government is asking
the Reichstag to confer upon it,
constitute a disguised "campaign
against the proletariat."

These curious opponents, hav-
ing already succeeded in delaying
the passage of the Bill through
the Reichstag, to-day called their
supporters into the streets to
demonstrate against what they
call the "New penal servitude
law."

One very disquieting feature of
this attempt to sabotage the Spa
decision is that whilst the
initiative came from the Com-
munists, it is backed up by the
Independent Socialists and the
Berlin Trade Union Congress,
who for the first time joined
forces. In both the language
used is of such an inflammatory
character as to recall that which
preceded the Communist rebellion
of last year.

INFLAMMATORY TALK.
Freiheit the Independent organ,
describes the law as "a new plot
of the reactionaries," and *Rei-
fahre*, the Communist journal,
says:

"The bourgeoisie are simply
using the Spa decision as the
opportunity to take the sword
into their hands, in order to bring
it down on the heads of the pro-
letariat. This legalised Kapp
Government has no intention of
disarming itself, and knows that
the arming of White Guard bands
continues undisturbed."

The objects of the street de-
monstrations are defined as "Dis-
arming of the bourgeoisie and
arming of the proletariat."

Fussische Zeitung condemning
the dangerous agitation, points
out that the Socialists not only
are playing with fire, so far as the
internal situation is concerned,
but are damaging Germany's
foreign position, because they are
"creating the impression that
militarism again is raising its
head."

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Act. Superintendent.

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WATER RETURN.

Level and Storage of water in
Reservoirs on Sept. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Reservoir	Level	Storage
Victoria	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
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STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	Level	Storage
Victoria	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
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Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000

KOWLOON WATERWORKS LEVEL.

Reservoir	Level	Storage
Victoria	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
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Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000
Queen Elizabeth	122.5	1,200,000

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WEEK DAYS.

12.00	p.m.	to	5.30	p.m.
1.00	p.m.	to	5.30	p.m.
5.30	p.m.	to	5.30	p.m.
5.30	p.m.	to	5.30	p.m.
5.30	p.m.	to	5.30	p.m.

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